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| RTIP ID# <i>(required)</i> 200809 for Rialto to E Street Track. | | | | |
| TCWG Consideration Date | | | | |
| Project Description <i>(clearly describe project)</i> SANBAG is proposing to extend Metrolink regional passenger rail service approximately 1 mile east from its current terminus at the existing Santa Fe Depot located at 1170 West 3 rd Street to new Metrolink commuter rail platforms proposed near the intersection of Rialto Avenue and E Street (E Street Station) in the City of San Bernardino, San Bernardino County, California (see Figures 1-1 and 1-2). The primary features of the proposed project include: construction of a second track, rail platforms, parking lots, a pedestrian overpass at the Depot, an Omnitrans Bus Facility, and grade crossing improvements; railroad signalization; and roadway closures. The proposed Project's secondary features include: construction of drainage improvements, utility accommodation, new parking facilities, and implementation of safety controls. The Omnitrans bus facility would include up to 22 bus bays and a bus circulation roadway with bus turnouts. The Omnitrans bus facility would mainly be serviced by CNG-powered buses, but would also include occasional diesel-powered Victorville Valley Transit Authority (VVTA) and MARTA (Mountain Area Regional Transit Authority) buses. The parking lot located directly east of the Depot would be reconfigured to accommodate additional vehicles, and landscaping, necessitating the realignment of 3 rd Street, and a new 245-space parking lot would be constructed directly south of the platforms to accommodate both train crews and Metrolink passengers. Construction would begin in 2012 and last approximately 18 months, and the project is expected to become operational in early 2014. Initially there would be 66 daily train trips within the project corridor, but this would grow to an estimated 88 daily train trips by 2035. | | | | |
| See Attachment 1 for a detailed Project Description. | | | | |
| Type of Project <i>(use Table 1 on instruction sheet)</i> Regional commuter rail project (not listed in Table 1), and bus, rail, or inter-modal facility/ terminal/ transfer point (listed in Table 1) | | | | |
| County San Bernardino | Narrative Location/Route & Postmiles One mile east of San Bernardino Depot (1170 West 3rd Street, San Bernardino, CA) to the intersection of Rialto Avenue and E Street in the City of San Bernardino, San Bernardino County, California. The proposed Project is primarily located within the existing Redlands branch line right-of-way, which extends 10 miles east from the Depot to the University of Redlands through downtown San Bernardino and downtown Redlands, basically running parallel to I-10. Figure 1 depicts the Project Location. Caltrans Projects – EA# N/A | | | |
| Lead Agency: SANBAG | | | | |
| Contact Person Mitch Alderman | Phone# (909) 884-8276 | Fax# (909) 885-4407 | Email MAlderman@sanbag.ca.gov | |
| Hot Spot Pollutant of Concern <i>(check one or both)</i> PM2.5 X PM10 X | | | | |
| Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i> | | | | |
| Categorical Exclusion (NEPA) | X EA or Draft EIS | FONSI or Final EIS | PS&E or Construction | Other |
| Scheduled Date of Federal Action: September 2012 | | | | |
| NEPA Delegation – Project Type <i>(check appropriate box)</i> NA | | | | |
| Exempt | Section 6004 – Categorical | Section 6005 – Non-Categorical Exemption | | |

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|--|-------------------------|----------------|---------------|
| | Exemption | | |
| Current Programming Dates <i>(as appropriate)</i> | | | |
| | PE/Environmental | ENG | ROW |
| Start | March 2011 | June 2011 | January 2012 |
| End | September 2012 | September 2012 | December 2012 |
| | | | CON |
| | | | April 2013 |
| | | | December 2014 |
| <p>Project Purpose and Need (Summary): <i>(attach additional sheets as necessary)</i></p> <p>The proposed Project's purpose is to meet the objective of the San Bernardino Economic Development Agency (EDA) to promote strategies for the revitalization and redevelopment of downtown San Bernardino by extending Metrolink service to downtown San Bernardino and providing a centralized bus facility for existing fixed-route and planned rapid bus transit service. The proposed Metrolink extension is also intended to help bolster economic development opportunities in San Bernardino's Central Business District (CBD).</p> <p>The main objective of these two bills is to develop more efficient communities by reducing sprawl and providing residents with alternatives to using single-occupant vehicles. Construction of the proposed Project would provide local municipalities and the SCAG region with an opportunity to better comply with California's two major greenhouse gas emissions reduction bills: Assembly Bill (AB) 32 (Global Warming Solutions Act of 2006,) and Senate Bill (SB) 375 (Sustainable Communities and Climate Protection Act of 2008) .</p> <p>The need for the proposed Project is multi-faceted and in response to current population and employment forecasts that suggest significant growth in San Bernardino County from now through 2035. Over the past 30 years, population growth has been robust in San Bernardino County, contributing to increased travel demand and a decline in transportation system performance. Increasing roadway congestion has led to corresponding increases in commute times for work or recreational purposes, hours of lost productivity, increased fuel use contributing to air pollution, interference with emergency response vehicles, and spillover effects to secondary and alternative routes.</p> <p>The proposed Project would extend Metrolink commuter service into downtown San Bernardino, thereby providing an alternative mode of transportation for individuals currently reliant on passenger vehicles and long commutes to Riverside and Los Angeles Counties. The proposed Project would also incorporate a centralized bus facility that would be integrated with existing bus service offered by Omnitrans, thereby providing a local linkage to Metrolink passenger rail service.</p> <p>See Attachment 2 for a full description of the Project's Purpose and Need.</p> | | | |

Surrounding Land Use/Traffic Generators (especially effect on diesel traffic)

Surrounding land uses along the project rail corridor include commercial, storage/warehouse, industrial, low-density residential, and office uses. The residential land uses are concentrated near the western portion of the project area near the existing Depot. These residential land uses are located within approximately 50 feet from the proposed rail alignment (mobile trains emissions), and approximately 2,000 feet from E Street station (stationary train idling emissions).

Land uses adjacent to the new E Street Station include commercial, office, and industrial land uses. Most land uses within the area are light industrial or vacant. As indicated in Figure 2, no residential or other sensitive receptors are located within the vicinity of the new E Street Station, and the closest sensitive receptors include residential land uses located in excess of 2,000 feet from the new E Street Station. **Figure 2** depicts surrounding land uses.

The project would result in the following trip or traffic generators:

- extended diesel passenger train (mix of Tier 0 and Tier 2 engines (10 Tier 0, 42 Tier 2 in Metrolinks's fleet) diesel engines, with Tier 2 by 2018) travel associated with existing Metrolink passenger rail service;
- existing bus trips (compressed natural gas [CNG] gasoline, and diesel) associated with the Omnitrans facility;
- new vehicle trips associated with the Omnitrans office building, and;
- new vehicle trips associated with the park and ride lot at E Street.

The new project alignment would introduce diesel-related train traffic in areas where residential land uses are currently located. These areas are located within approximately 50 feet from the proposed rail alignment and 2,000 feet from the new E Street Station (refer to Figure 2 for the location of sensitive receptors relative to the project alignment).

The project would remove single-occupancy passenger vehicles from the regional roadway network, which would help reduce congestion and associated emissions at nearby roadways and intersections frequented by diesel truck traffic. However, the project would place new diesel-related activities (i.e., diesel passenger rail engines) adjacent existing receptors near the project corridor. The proposed Omnitrans facility would consist of 22 bus bays and would attract up to 849 daily bus trips during weekdays, with some planned service on weekends. The majority of bus trips would mainly service the sbX fleet, which currently consists of 60-foot articulated CNG propulsion buses similar to the existing sbX fleet. In addition to Omnitrans bus service, the Victor Valley Transit Authority (VVTA) and Mountain Area Regional Transit Authority (MARTA) may also use the bus facility for part of their bus service. The VVTA fleet consists of 80 buses of varying size: 40 unleaded gasoline, 39 CNG, and 1 diesel bus. The MARTA fleet consists of 29 buses of varying size: 12 unleaded gasoline and 9 diesel. A list of current Omnitrans, MARTA, and VVTA bus fleets, as well as peak-hour bus trip volumes and service routes, are shown in **Attachment 3**. The proposed bus facility would not involve any heavy maintenance or refueling activities on site. The project would not include construction and operation of a new train yard or layover facility, as trains servicing the project area would layover at the existing Inland Empire Maintenance Facility (IEMF).

An evaluation to characterize PM10 and PM2.5 concentrations human health risk assessment (HRA) was performed for the proposed project, which analyzed the combined health risk effects of the diesel emissions associated with project-related construction equipment, train movement within the project corridor, and train idling at the new E Street station. The HRA was conducted using California Air Resources Board (ARB) emission factors for construction equipment and United States Environmental Protection Agency (EPA) locomotive emission factors to estimate the emissions inventory, and EPA's AERSCREEN dispersion model was used to model pollutant concentrations at nearby receptor locations. Results from the dispersion modeling and HRA indicate that the project would not result in adverse long-term effects on human health near the project area. Predicted health risks were calculated to be 5.95 per million, with a hazard index of 0.2, far below SCAQMD's health risk thresholds. Modeled maximum hourly PM concentrations from AERSCREEN and associated scaled 24-hour and annual PM concentrations due to train idling and movement at nearby receptor locations, as shown in Table 2 on the following page, would be far below the appropriate NAAQS.

| Activity | Receptor Location (meters) | max 1-hour from AERSCREEN | Scaled 24-hour Concentration | 24-Hour PM10 NAAQS | 24-Hour PM2.5 NAAQS | Scaled Annual Concentration | Annual PM2.5 NAAQS |
|---|----------------------------|---------------------------|------------------------------|--------------------|---------------------|-----------------------------|--------------------|
| Train Idling at E Street | 2,000 | 0.766 | 0.46 | 150 | 35 | 0.077 | 15 |
| Train Movement | 25 | 0.0027 | 0.0016 | 150 | 35 | 0.0003 | 15 |
| 24-hour and annual PM concentrations were estimated based on scaling maximum hourly concentrations from AERSCREEN by 0.6 and 0.1, respectively, per the AERSCREEN users guide (March 2011). | | | | | | | |

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|---|
| <p>Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</p> <p>Not applicable. This is not a highway project.</p> |
| <p>RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility</p> <p>Not applicable. This is not a highway project.</p> |
| <p>Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT</p> <p>Not applicable. This is not a highway project.</p> |
| <p>RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT</p> <p>Not applicable. This is not a highway project.</p> |
| <p>Describe potential traffic redistribution effects of congestion relief <i>(impact on other facilities)</i></p> <p>The project would provide mass transit opportunities that would provide an alternative to single-occupancy-vehicle travel, thereby redistributing traffic and reducing vehicle miles traveled (VMT) within the region. As shown in Attachment 4, the project would reduce region-wide daily VMT by 67,510 VMT over No Build conditions in 2035, which will reduce congestion on nearby roadways throughout the region.</p> <p>However, according to the traffic analysis, the project's closure of south leg of I Street/Rialto Avenue intersection would have potential traffic impacts on neighborhood streets, but would improve to satisfactory levels (LOS C or better) after mitigation.</p> |

Comments/Explanation/Details *(attach additional sheets as necessary)*

The proposed project is intended to provide mass transit opportunities to the area thereby provided an alternative to single-passenger travel within the region. The project would generate minor amount of traffic associated with the Omnitrans office facility as well as the park and ride lot at E Street. However, by providing mass transit opportunities, the project would reduce VMT with the region, thereby reducing congestion.

In December 2010, the USEPA and FHWA finalized a guidance document titled *Transportation Conformity Guidance for Quantitative Hotspot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas*. This guidance details a qualitative step-by-step screening procedure to determine whether project-related particulate emissions have a potential to generate new air quality violations, worsen existing violations, or delay attainment of NAAQS for PM2.5 or PM10. The proposed project is in an area designated as nonattainment for PM10 and PM2.5. According to the most recent USEPA Transportation Conformity Guidance, a PM10/PM2.5 hot-spot analysis is required for Projects of Air Quality Concern (POAQC) in non-attainment areas (40 CFR 93.123 (b) (1)). Projects that are exempt under 40 CFR 93.126 or not POAQC do not require hot-spot analysis.

The proposed project does not meet the criteria of an exempt project under 40 CFR 93.126. However, the USEPA specifies in 40 CFR 93.123(b) (1) that only projects considered POAQC are required to undergo a PM10/PM2.5 hot-spot analysis. USEPA defines projects of air quality concern as certain highway and transit projects that involve significant levels of diesel traffic or any other project that is identified by the PM10 or PM2.5 SIP as a localized air quality concern. A discussion of the proposed DSBPRP project compared to examples of POAQC's, as defined by 40 CFR 93.123(b) (1), is provided below:

1) New or expanded highway projects with greater than 125,000 annual average daily traffic (AADT) and 8 percent or more of such AADT is diesel truck traffic.

The proposed project is not a new or expanded highway project. However, based on information from the traffic analysis (Iteris 2012), maximum AADT on streets near the project area would be 82,980 AADT at E Street/Inland Center Road/Mill Street intersection in year 2035, based on an industry-accepted adjustment factor of 10 to convert PM peak hour volumes to AADT. See **Attachment 5**. These volumes are well below the EPA's guidance threshold of 125,000 ADT, while heavy trucks are anticipated to be between 5,145 and 5,726 AADT, well below the EPA's guidance threshold of 10,000 (8% of 125,000),

2) New or expanded highway projects affecting intersections that are at Level of Service (LOS) D, E, or F with a significant number of diesel vehicles or those that will change to LOS D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project.

The proposed project is not a new or expanded highway project. However, as shown within **Attachment 3**, the LOS for intersections affected by the project will degrade for the majority of the intersections compared to the No Build conditions in 2014 and 2035. However, the project would not involve a significant increase in the number of diesel transit buses or diesel trucks. The entire sBx fleet is CNG-powered, and diesel MARTA and VVTA buses would only access the project site a couple times per day.

3) New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location.

The proposed project would extend Metrolink commuter rail service to a new station at E Street, bringing 66 weekday daily train trips to the area on opening day 2014, and 88 train trips to the project area in year 2035. Trains would idle at E Street station and diesel buses would occasionally congregate at the proposed Omnitrans facility. Each train would idle for up to 5 minutes at a time before leaving the station, where receptors are over 2,000 feet away. Trains layovers would occur at the existing Inland Empire Maintenance Facility (IEMF). Buses servicing the Omnitrans facility would be primarily powered by CNG, with a couple daily diesel bus trips associated with the MARTA and VVTA fleets. Note that it is assumed that the Metrolink locomotive fleet at Opening Day 2014 will consist mostly of Tier 2 locomotives, transitioning to entirely Tier 2 fleet by year 2018. As previously indicated in Table 2, PM concentrations from train activities (i.e., train idling at stations and movement along the rail alignment) at nearby receptor locations would be far below 24-hour PM10 as well as 24-hour and annual PM2.5 NAAQS and the project is not anticipated to generate new air quality violations, worsen existing violations, or delay attainment of NAAQS for PM2.5 or PM10.

4) Projects in or affecting locations, areas, or categories of sites that are identified in the PM2.5 and PM10 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

The project site is not in or affecting an area or location identified in any PM2.5 or PM10 implementation plan. The immediate project area is not considered to be a site of violation or possible violation.

Based on the information provided above, the proposed project is not expected to introduce significant amounts of diesel truck traffic, would not generate additional diesel truck traffic above levels anticipated without implementation of the project, and is in compliance with the RTP/RTIP. Therefore, the project is not considered to be a POAQC based on the definition contained in 40 CFR 93.123(b)(1). The proposed project would also not be considered a project of air quality concern with respect to PM10 or PM2.5 emissions as defined by 40 CFR 93.123(b) (1). Therefore, a PM10/PM2.5 hot-spot evaluation is not required.

Figure 1. Project Location

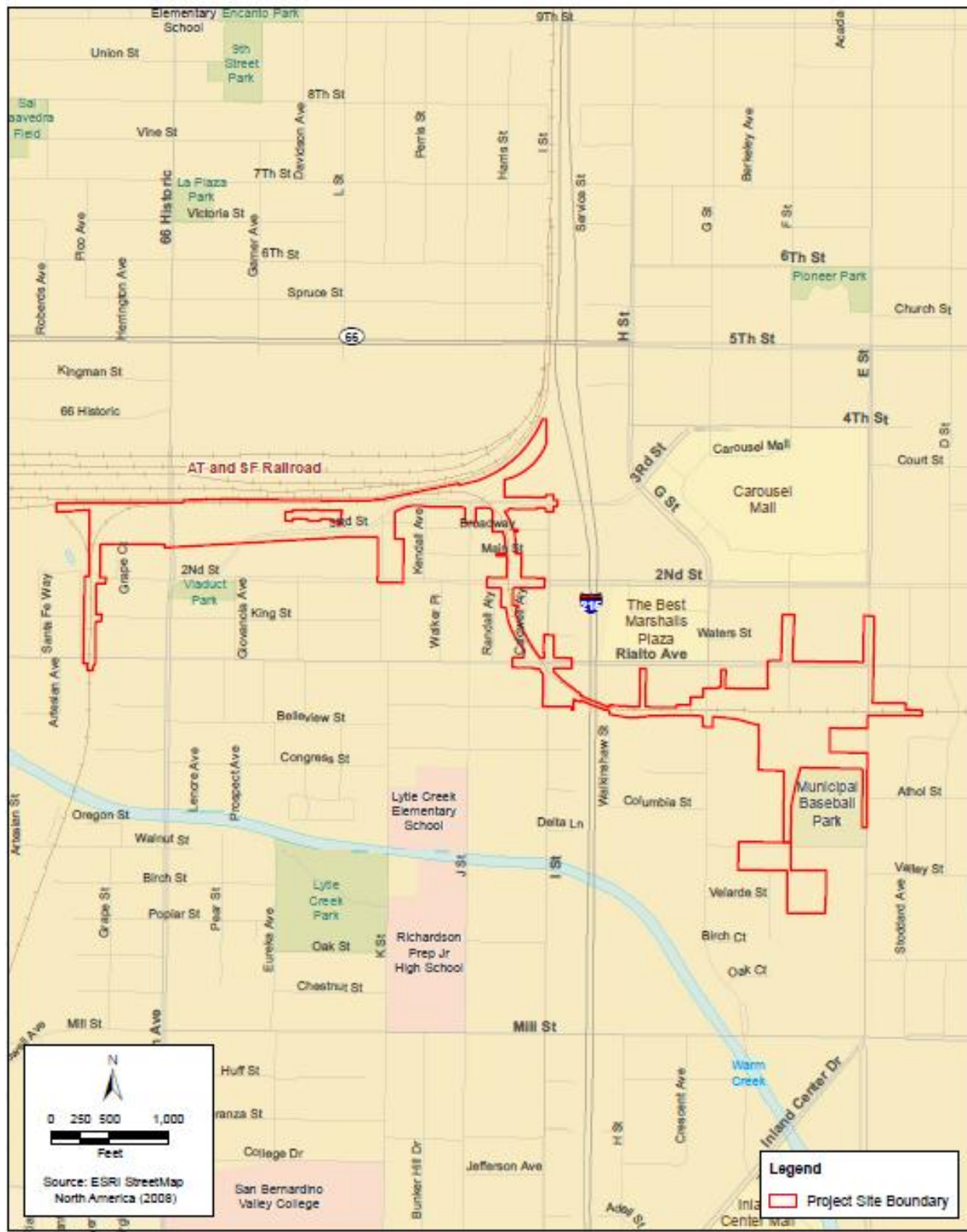
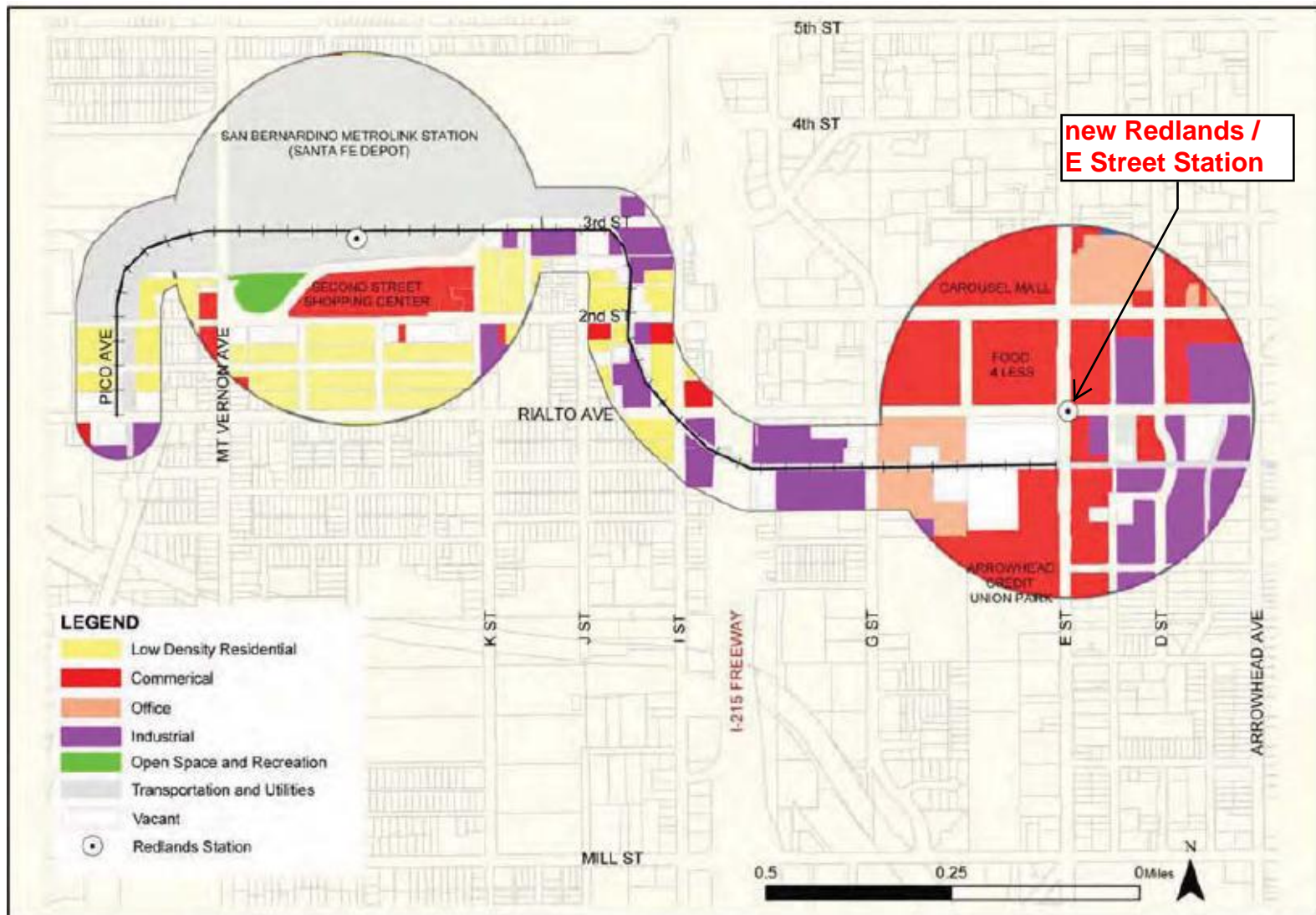


Figure 2. Surrounding Land Uses



Attachment 1

Project Description

PROJECT DESCRIPTION

PROJECT LOCATION AND ENVIRONMENTAL SETTING

The City is located in the eastern half of the San Bernardino Valley (Valley) and is approximately 60 miles east of the City of Los Angeles. The Valley encompasses approximately 500 square miles and holds approximately 75% of San Bernardino County's population.

The Valley is largely suburban in character with concentrations of commercial and industrial development particularly along I-10, I-15, and I-215, as shown previously on Figures 1-1 and 1-2. Much of the Valley's residential development is concentrated on blocks between major arterial streets. The Valley's primary housing type is single-family residential with apartments and condominiums comprising a small percentage. The Valley's commercial development consists of retail and office buildings located along major arterials as well as large shopping centers typically near freeways. The Valley's industrial uses are generally concentrated adjacent to the I-10 and I-15 freeways close to the Ontario International Airport and San Bernardino Airport (see Appendix H).

The Project contains a diverse collection of land-use types including residential, commercial, storage/warehouse, office, and industrial uses. Most of the project area of potential effects (APE) is located within the Santa Fe Depot Strategic Area and the Downtown Strategic Area. Generally, the area is designated with Industrial (I) and Commercial General (CG) land uses and is zoned Commercial General (CG-1), Commercial General-2 (CG-2), Industrial Heavy (IG), and Industrial Light (IL). Non-conforming residential land uses are present within the Depot station area. Major activity centers surrounding the project APE include the Depot, City and County of San Bernardino administration uses, Carousel Mall, and the Arrowhead Credit Union Park (see Appendix H).

Rail Corridor

The proposed Project is primarily located within the existing Redlands branch line right-of-way, which extends 10 miles east from the Depot to the University of Redlands through downtown San Bernardino and downtown Redlands, basically running parallel to I-10. Project-related improvements would be limited to the first mile along the western portion of the rail corridor.

2.1 PROPOSED ACTION/PROPOSED PROJECT

The proposed Action/proposed Project (proposed Project) would consist of the extension of Metrolink regional passenger rail service approximately 1 mile east from its current terminus at the existing Depot to new Metrolink commuter rail platforms proposed near the intersection of Rialto Avenue and E Street in the City of San Bernardino (City), California. The proposed Project's primary features include: construction of a second track, rail platforms, parking lots, a pedestrian overpass at the Depot, an Omnitrans Bus Facility (bus facility), and grade crossing improvements; railroad signalization; and roadway closures. Proposed secondary features include: construction of drainage improvements, utility accommodation, and implementation of safety controls.

2.1.1 Project Description and Features

SANBAG is proposing to extend Metrolink service approximately one mile east from the existing Depot to new rail platforms south of the proposed bus facility located at the southwest corner of

Rialto Avenue and E Street in the City. Figure 2-1 depicts the project APE and primary project components, and Figure 2-2 illustrates the project site plan. Figures 2-3 through 2-8 provide details of each primary project component.

2.1.1.1 Railroad Track Improvements

The proposed Project's railroad track improvements include realignment of the existing railroad track and construction of a second parallel railroad track extending from the Depot to the proposed rail platforms near Rialto Avenue and E Street. Figures 2-3A and 2-3B depict the proposed track improvements. Beginning at the Depot, the alignment heads due east and then curves to the south across 3rd Street where it continues on a southerly bearing to 2nd Street. After crossing 2nd Street, the alignment then curves to the southeast, where it crosses the intersection of Rialto Avenue and I Street on a southeasterly bearing. After the tracks cross the intersection of Rialto Avenue/I Street, the alignment curves to the east, where it crosses under the I-215 freeway and then crosses G Street on an easterly bearing to the eastern terminus of the proposed rail platforms at E Street. The proposed Project also includes realignment and reconstruction of the two mainline tracks at the Depot and improvements to the BNSF Short Way (i.e., westerly construction of additional tracks from the Depot to Rialto Avenue). It is anticipated that a majority of the existing rail and concrete ties, as well as grade crossing panels, between the Depot and E Street would be salvaged because the line was reconstructed in 2002. The proposed track, turnouts, and special trackwork design would adhere to the latest Southern California Regional Rail Authority (SCRRA)/Metrolink/BNSF/Amtrak Engineering Standards. The track alignment has been designed to accommodate trains traveling at a maximum speed of 25 miles per hour (mph) following Metrolink's track alignment design criteria and engineering standards. The new double-track segment would include Centralized Traffic Control (CTC). Finally, the existing Inland Empire Maintenance Facility (IEMF) located east of the Depot and adjacent to I Street would be decommissioned upon implementation of the proposed Project.

2.1.1.2 San Bernardino Metrolink Station/Santa Fe Depot Improvements

A component of the proposed Project involves railroad track and platform, pedestrian access, parking lot improvements, and minor interior and exterior improvements at the existing Depot. The historic Santa Fe Depot in San Bernardino is located at 1170 W. 3rd Street between Mt. Vernon Avenue and I Street. The Depot was once a busy passenger and freight rail transportation center that included Santa Fe and Amtrak personnel, Santa Fe dispatchers, a restaurant, living quarters, and offices. Currently, the train station includes a lobby, café, and museum on the first floor and office space for SANBAG on the second floor. The SANBAG parking lot is located on the east side of the Depot, while the Metrolink/Amtrak passenger parking lots are located on the south and west side of the Depot.

Proposed improvements at the Depot, including reconstruction of two main tracks and rail platforms, east parking lot improvements, a new pedestrian overpass bridge, and other Depot improvements, are described in more detail below. Figures 2-3A through 2-3C illustrate the proposed improvements that would occur adjacent to the Depot building.

Main Track and Rail Platform Reconstruction

The proposed Project would necessitate the complete reconstruction of Metrolink's two main tracks and platforms located between the Depot building and BNSF Main Track 3. Figures 2-3A and 2-3B depict these proposed improvements. Proposed Metrolink/Amtrak Platform "A" would be approximately 1,000 feet long and 26.5 feet wide and would be located between Metrolink

Main Track 1 and BNSF Main Track 3. Proposed Metrolink Platform “B” would be approximately 843 feet long and 17 to 22 feet wide and would be located between the Depot building and Metrolink Main Track 2. In addition, the three storage tracks (SANBAG Tracks P4, P5, and P6) and platform located directly west of the existing Depot building would be completely reconstructed to accommodate the proposed location of Platform “B.” Lastly, the BNSF Short Way located southwest of the Depot would be completely reconstructed and realigned in order to accommodate two additional tracks (Metrolink Main Track 2 and SANBAG Track P5) within the existing railroad right-of-way. The reconstructed platforms would include new canopies, benches, mini-high ramps, variable message signs, lighting, closed-circuit television security cameras, drinking fountains, ticket vending machines, and trash receptacles, all of which would serve both Metrolink and Amtrak passengers at the Depot.

East Parking Lot Improvements

The proposed railroad track and platform improvements at the Depot would necessitate the removal of trees and the reconfiguration of the east parking lot used as office parking for the Depot. The reconfigured parking lot would provide additional parking (57 marked parking spaces would be replaced with 79 marked parking spaces and four handicapped spaces) and landscaping. These proposed improvements would necessitate the realignment and closure of 3rd Street (to be discussed in Section 2.2.1.5, “Street Improvements and Closures”). Figure 2-3B depicts the proposed east parking lot improvements.

Pedestrian Overpass Bridge

To facilitate efficient pedestrian circulation and to increase safety at the Depot, a pedestrian overpass bridge is proposed approximately 28 feet west of the Depot building. Figure 2-3B depicts the location of the proposed pedestrian overpass bridge, and Figure 2-3C provides architectural renderings of the proposed pedestrian bridge. The pedestrian overpass bridge would consist of two enclosed stair/elevator towers, a protected and covered elevated passageway over the tracks connecting the two towers, and a security booth at the base of the southern tower. The pedestrian overpass bridge would comply with Americans with Disabilities Act (ADA) requirements to allow ambulatory and wheelchair access to the train platforms.

The proposed pedestrian overpass bridge may be designed in the Mission Revival architectural style consistent with the architectural elements of the historic Depot. Architectural elements borrowed from the Depot’s Mission Revival style include an arched canopy roof, stucco or Exterior Insulation Finish Systems finish, large arched windows, and metal trim. The bridge’s color palette would be consistent with the Depot’s natural tan exterior, which is complimented by light green trim and an orange roof. The bridge’s design respects the Depot’s character while offering a contemporary complement to the station site. Proposed structural bridge elements include precast panels, light gauge protection mesh, stair railings, roofing, glass windows, and two elevators at each stair/elevator tower. The pedestrian overpass bridge would also include lighting, electrical facilities, plumbing facilities, and a fire protection system.

Other Depot Improvements

Minor interior and exterior improvements are also proposed for the Depot, which would be coordinated with the State Historic Preservation Officer (SHPO). These improvements would include the following: (1) installation of four historically sensitive window awnings on the east side of the lower level of the Depot building adjacent to the café, (2) the addition of exterior and interior way-finding signage for SANBAG/SCAG/Whistle Stop Cafe/Museum, (3) placement of a battery-operated clock in the main lobby, (4) installation of a new sign in the lobby that details

the railroad's role in creating time zones, (5) placement of a portable Metrolink and Amtrak map and brochure case, (6) installation of new bathroom signage in the main lobby, and (7) construction of a new monument sign and flagpole at the Depot entrance on the south elevation of the building.

2.1.1.3 Proposed E Street Rail Platforms, Omnitrans Bus Facility, and Parking Lot

E Street Rail Platforms

The proposed Project includes construction of two, 20-foot-wide side platforms and one 30-foot-wide center platform, along with construction of two new stub tracks (Tracks 3 and 4) that would terminate just west of E Street (see Figure 2-4). Metrolink Main Track 1 and 2 would follow the existing track alignments to E Street, which may necessitate slight resurfacing and realignment of the existing tracks. The new platforms would include canopies, benches, mini-high ramps, variable message signs, lighting, closed-circuit television security cameras, drinking fountains, ticket vending machines, and trash receptacles.

Omnitrans Bus Facility

The bus facility site is located south of Rialto Avenue between E Street and F Street on a 4.8-acre undeveloped site, as shown in Figure 2-4. The undeveloped site consists of four assessor's parcel numbers (APNs) (0136-021-12, -23, -24, and -25) in addition to parking areas that are used by the Department of Homeland Security building to the west of the site. The bus facility would include up to 22 bus bays and an on-site bus circulation roadway with bus turnouts as well as frontage street access improvements, including signalization at the new Rialto/F Street intersection, pedestrian access improvements (e.g., crosswalks), and associated support facilities (e.g., security and lighting). Two of the bus bays would be constructed along the southern portion of Rialto Street adjacent to and north of the bus facility. Bus ingress and egress would occur from a proposed southern extension of F Street from Rialto Street to the southwestern corner of the bus facility site. From the southwestern corner of the bus facility site, bus movements would be routed to the east along the southern perimeter to a turnaround located at the southeastern corner of the site. Additional parking and pedestrian improvements would also be constructed along the southern portion of Rialto Street and the new extension of the F Street intersection.

The bus facility would include up to a 14,000-square-foot building on the southern portion of the site. The building would be designed to meet energy performance requirements to achieve a U.S. Green Building Council Leadership in Energy and Environmental Design (LEED) Gold rating. The facility building would include a central building expected to provide a range of functions, including ancillary passenger services, ticketing, waiting, public meeting room, offices, public restrooms, bicycle facility with showers, lunch room, restrooms/locker rooms, break rooms, transit store, and storage. These facilities would be supported by mechanical, electrical, and plumbing systems. The remaining acreage comprising the bus facility site would be graded and/or paved to the extent necessary and would remain undeveloped.

In conjunction with the bus facility's construction, pedestrian access improvements would be constructed to facilitate connections between the E Street rail platforms and the parking lot to the south. Pedestrian circulation would generally occur via a new sidewalk along the west side of E Street and east of the proposed track improvements. Given that pedestrian circulation would occur to the east of the proposed rail improvements, no underpass or overpass is currently proposed.

The bus facility site may also be used as a potential staging area for the proposed Project prior to construction of the bus facility.

Parking Lot

A 265-space parking lot is proposed on a vacant lot directly south of the new rail platforms that would serve Metrolink train crews and passengers. Figure 2-4 illustrates the proposed rail platforms and parking lot.

A temporary SCRRA crew building is also proposed that would include a kitchen, offices, restrooms, lockers, a check-in area, and customer service facilities. The temporary crew building would likely be constructed south of the proposed platforms adjacent to the 265-space parking lot.

2.1.1.4 Pedestrian Connection to Arrowhead Credit Union Park

The proposed Project may include a pedestrian path connecting the proposed rail platforms to the Arrowhead Credit Union Park, which is located south of the proposed 265-space parking lot. The pedestrian connection may consist of a sidewalk located in an improved corridor that includes landscaping, lighting, benches, trash receptacles, and bicycle racks.

2.1.1.5 Street Improvements and Closures

The proposed Project would require the following street closures:

- The intersection of 3rd Street and J Street would be reconfigured as a “dog leg” and 3rd Street would be closed between J Street and the rail line. This would result in a new 3rd Street cul-de-sac, the removal of the existing grade crossing, and restriping of northbound and southbound lanes to include one dedicated left-turn lane and one shared through right-turn lane.
- The intersection of K Street and 3rd Street would be reconfigured so that it becomes the west leg of a new T-intersection with K Street.
- I Street at Rialto Avenue would be converted to a cul-de-sac on the south side with the north leg of the intersection converted to a right-in/right-out configuration. An emergency access connection would be constructed between the I Street cul-de-sac and Rialto Avenue that would be controlled by locked gates and utilized by the City fire department.
- F Street would be extended south of Rialto Street to create a four-way intersection (see Figure 2-4). This intersection would be signalized.
- The southbound lane of E Street north of Rialto Street would include a bus turn-out and other associated curb and shoulder work.
- Rialto Street between F Street and E Street would be reconfigured to include turn lanes, bus bays, and parking.

Figure 2-5A depicts the proposed street improvements at 3rd Street and K Street, and Figure 2-5B depicts the proposed street improvements at I Street and Rialto Avenue.

2.1.1.6 Rail Alignment at I-215 Freeway

New on- and off-ramps for the I-215 freeway were under construction during the proposed Project’s preliminary engineering and final design phases that necessitated construction of four new pier walls directly underneath the new on- and off-ramps. The I-215 freeway overpass was

designed and constructed to accommodate the existing single track alignment within the Redlands Subdivision, which presented several challenges for designing an adjacent second track alignment. The new corridor pier walls on the east side of the freeway constricted the overpass's opening width, which necessitated the use of compound horizontal curves in order to maintain a side clearance that is slightly less than that required by Metrolink, but satisfies California Public Utilities Commission (CPUC) minimum horizontal clearance requirements. The proposed Project includes proposed double-track associated drainage improvements under the I-215 that would require a review by the California Department of Transportation (Caltrans).

2.1.1.7 Grade Crossings

In accordance with the CPUC requirements, upgrades would be made to several existing at-grade crossings along the rail corridor to improve public safety. The proposed Project includes the complete re-construction of three at-grade crossings at 2nd Street, Rialto Avenue/I Street, and G Street to accommodate a second track. The three crossings would be re-designed in accordance with the latest SCRRA Highway Grade Crossing Manual guidelines that require raised medians, widened sidewalks, traffic striping, flashing lights, pedestrian gate arms, and swing gates.

Figures 2-6A through 2-6C illustrate the improvements to existing at-grade crossings.

2.1.1.8 Parcel Acquisitions and Relocations

The addition of a second track within the rail corridor between the Depot and the proposed rail platforms would necessitate the acquisition of right-of-way along the corridor, south of the Depot along K Street, and in the vicinity of the proposed rail platforms near Rialto Avenue and E Street. The proposed Project may require the acquisition of up to 70 parcels, including full parcel acquisitions, partial parcel acquisitions, and easements (roadway, temporary construction, sidewalk, utility, and alley vacations). Approximately four parcels, identified as full parcel acquisitions, would require full tenant relocations to allow each business to remain open during and after construction. Seven inhabited homes on four residential parcels are also included as full parcel acquisitions. It is anticipated that temporary construction easements would be established for approximately 18 to 24 months during construction. Utility easements may be established for a permanent storm drain facility located adjacent to the proposed parking lot.

Figure 2-7 depicts the properties subject to potential acquisition and active businesses subject to relocation.

2.1.1.9 Drainage Facility Improvements

Several drainage facility improvements would be necessary due to the addition of a second track between the Depot and the proposed rail platforms near Rialto Avenue and E Street. Several existing drainage structures would also be impacted by the complete reconstruction of Metrolink's two main tracks and platforms at the Depot and by the configuration of track at the BNSF Short Way.

The proposed Project's major drainage facility improvements are described as follows:

- An existing 36-inch diameter drainage culvert would need to be extended to accommodate construction of a second track within the BNSF Short Way at 2nd Street. The culvert's required extension length and headwall reconfiguration would be determined by the grading limits of the second track.



- A series of catch basins, junction structures, storm drains, perforated under drains, and concrete-lined ditches would be constructed along the entire rail corridor between the Depot and the proposed rail platforms to properly convey storm water that would prevent fouling of the ballast. In addition, a network of track under drains would be constructed adjacent to the proposed station platforms to adequately convey storm runoff from the platforms and track subgrade.
- Drainage facility improvements are proposed for the existing parking lots to be reconstructed at the east and south sides of the Depot.
- Drainage facility improvements are proposed for the 265-space parking lot to be constructed south of the proposed rail platforms. The parking lot would be graded to convey storm runoff into a new retention basin adjacent to the southeast corner of the parking lot near E Street north of Arrowhead Credit Union Park. These drainage facilities would then connect to a new 24 or 30 inch drainage pipe that would convey flows in excess of the retention basin's capacity to the south along E Street, terminating before an unnamed street that provides access to the park at E Street.
- Other drainage facilities are proposed south of Arrowhead Credit Union Park. The new 24- or 30-inch drainage pipe would be extended to a secondary detention basin located south of Arrowhead Credit Union Park, within existing parking lots areas associated with the park. Two optional 1.2-acre sites are currently under consideration for the second detention basin. These two optional sites are located south of the park, one at the southwest corner of the unofficial intersection of F Street and an unnamed access road for Arrowhead Credit Union Park and the other at the southernmost extent of the southeastern parking area (see Figure 2-1). Only one optional site will be developed as a detention basin as part of the Project.
- The existing H Street storm drain passes under the rail corridor between the I-215 freeway and G Street. The existing box culvert is 9 feet, 2 inches wide and 11 feet tall and is located approximately 10 to 15 feet below the top of rail. The portion of the box culvert within the existing railroad right-of-way consists of precast concrete sections jacked into place. The sections were designed to support the existing cover along with a Cooper's E-72 live loading. The portion of the box culvert located outside of the existing railroad right-of-way was designed as a cast-in-place concrete structure capable of supporting highway truck loading which is not adequate to support the required railroad loading.

The removal and replacement of the aforementioned culvert section would likely necessitate excavation, shoring, installation of bedding material, new reinforcing steel doweled into the remaining culvert sections, placement of concrete backfill, and compaction around the newly completed section.

- An existing 18-inch diameter drainage culvert located at F Street would need to be extended to accommodate construction of the bus facility and a second track within the rail corridor. The culvert's required extension length and headwall reconfiguration would be determined by the grading limits of the second track.

2.1.1.10 Utility Replacement and Relocation

The proposed Project would likely necessitate the relocation of existing subsurface and overhead crossing utilities (i.e., water, sewer, storm drain, power, gas, fiber optic, and telephone lines) following Metrolink's utility accommodation design criteria and engineering standards. These utilities would be evaluated for conformance with Metrolink Engineering Standards for flammable and nonflammable underground utility crossings. Each subsurface utility located

within the proposed railroad right-of-way would be exposed and surveyed during the final design phase of the proposed Project to verify its location, size, and material type. It is anticipated that the majority of existing subsurface utilities would already adhere to BNSF utility accommodation criteria for minimum utility depth and encasement. However, the addition of a second track within the rail corridor would likely necessitate utility casing extensions to adhere to Metrolink's requirements for casing flammable and nonflammable utilities across the entire width of the railroad right-of-way. Existing utilities would be lowered if their depth below the top of the rail is less than Metrolink's requirements. Likewise, existing utility casings would be extended if their limits are less than the required distance from the track centerlines. Overhead crossing utilities such as power and communication lines would be raised if found to not adhere to Metrolink's overhead clearance requirements. Railroad signal houses and street lights would also be relocated to accommodate the second track.

A summary of the existing utility crossings along the rail corridor is as follows:

- **Reinforced Concrete Pipe (RCP) Storm Drain:** The proposed rail corridor crosses existing storm drain facilities at Mount Vernon Avenue, the Depot, 3rd Street, 2nd Street, I Street, and I-215. In addition, existing longitudinal storm drain lines run parallel to the tracks within the existing railroad right-of-way at the following locations:
 - Between 2nd Street and Rialto Avenue.
 - Between H Street Channel and G Street.
 - Between G Street and E Street.

It is anticipated that the majority of crossing storm drain facilities would be protected in place and would not need to be lowered to meet minimum depth requirements. However, it is likely that the majority of the crossing storm drain casings would need to be extended spanning the entire width of the proposed railroad right-of-way. In addition, the aforementioned longitudinal storm drain lines located within the proposed railroad right-of-way would need to be relocated at least 10 feet from the proposed track centerlines to comply with Metrolink's engineering standards.

- **Sanitary Sewer:** The rail corridor crosses existing sanitary sewer lines at King Street, 3rd Street, West Broadway Street (no longer a grade crossing), 2nd Street, Rialto Avenue, and I Street. These utility crossings may require additional encasement for the additional track to meet rail loading standards.
- **Water:** Water lines of various sizes traverse King Street, 3rd Street, West Broadway Street (no longer a grade crossing), Main Street (no longer a grade crossing), 2nd Street, Rialto Avenue, I Street, and G Street. These utility crossings may require additional encasement for the additional track to meet rail loading standards.
- **12-inch Sub-drain:** This sub-drain runs parallel along the west side of the existing track between 3rd and 2nd Streets, 2nd Street and Rialto Avenue, and a 200-foot-long segment underneath the I-215 overpass. It crosses the tracks perpendicularly before the I-215 freeway overpass. Some of the perpendicular segments would require encasement extensions while some of the parallel segments would require relocation due to potential conflict with the proposed additional track. Where applicable, sub-drains would be left in use.
- **Railroad Signal Equipment:** The existing railroad signal equipment at 3rd Street, 2nd Street, Rialto Avenue/I Street, and G Street may require replacement or relocation to accommodate the proposed rail infrastructure and street improvements.



- **Street Lights:** Street light poles at 3rd Street and Rialto Avenue/I Street may require relocation and/or replacement to accommodate the proposed rail infrastructure and street improvements.
- **Power:** Power poles along the existing and proposed rail infrastructure as well as at Rialto Avenue and I Street may require relocation and/or replacement to accommodate the proposed rail infrastructure and street improvements.
- **Fiber Optic:** The fiber optic line placed on the power pole at Rialto Avenue and I Street may require relocation to accommodate the proposed rail infrastructure and street improvements.
- **Billboard (Commercial):** The billboard at Rialto Avenue and I Street may require relocation to accommodate the proposed rail infrastructure and street improvements.
- **Oil:** The oil line adjacent to Mile Post (MP) 1 that crosses under the tracks into the Bekins property may require additional encasement.

2.1.1.11 Relocation of Monitoring Wells

The proposed Project would require a number of groundwater monitoring wells to be abandoned or relocated. Figure 2-8 depicts the monitoring wells to be abandoned and relocated. Fourteen wells within the project APE are designated to remain in place, four wells may need to be closed, and four wells may need to be relocated. All of monitoring well relocation or abandonment would be performed by BNSF prior to the start of the proposed Project.

Monitoring Wells to Be Relocated

Monitoring wells (MW-30, MW-39, MW-56, and MW-64) are located within and/or close to the proposed track alignment and may need to be relocated or closed prior to construction.

Monitoring Wells to Be Abandoned

Monitoring wells (MW-21, MW-44, MW-71, and MW-75) are located within and/or close to the proposed parking lot and/or within the 3rd Street improvement areas and may be protected in place prior to or during the construction phase. Well covers may need to be readjusted to grade upon completion of construction.

The remaining monitoring wells (MW-10, MW-11, MW-13, MW-14, MW-28, MW-33, MW-43, MW-55, MW-57, MW-60, MW-62, MW-63, MW-73, and MW-74) are located outside of the proposed improvements and would not likely require any future action associated with proposed improvements.

2.1.1.12 Safety Controls (Traffic and Rail Signals)

Safety control features are proposed as part of the proposed Project. These safety control features include but are not limited to new traffic signals, railroad signal equipment (compatible with Metrolink's and BNSF's new positive train control systems), and railroad/pedestrian crossing equipment located at each at-grade railroad crossing. The at-grade railroad crossings and signals would be designed in accordance with Federal Railroad Administration (FRA) standards, CPUC standards, and SCRRRA standards.

2.1.1.13 Rail Operations

The proposed Project would extend existing and future Metrolink commuter train operations from the existing terminus at the Depot to a new terminus approximately one-mile east in

downtown San Bernardino. Specifically, trains from the San Bernardino to Los Angeles Union Station line (Metrolink San Bernardino line) and Inland Empire to Orange County line (Metrolink IEOC line) would use the proposed 1-mile extension. Trains coming into service would depart the layover facility at the existing Eastern Maintenance Facility for the revenue start at the new rail platform improvements located at Rialto Avenue and E Street. From there, trains would travel west to the Depot and then continue on their respective routes. At the end of their service line, trains would drop off their last passengers at the Depot and the new rail platforms. Typical trains would consist of one locomotive and four to six passenger coaches; by 2020, the typical train could consist of up to eight passenger coaches pushed and pulled by two locomotives.

An operating plan for the proposed Project was developed using Rail Traffic Controller (RTC) modeling with the operational analysis based on input from SANBAG, Metrolink, Amtrak, and BNSF (HDR Engineering, Inc. 2010a). SANBAG anticipates that the proposed Project would be operational in the middle of 2014. According to the plan, rail operations are not anticipated to increase service lines and no additional trains would be required. The proposed Project would involve only existing train service with the addition of one new station stop.

2.1.1.14 Omnitrans Bus Facility Operations

The bus facility would act as a transfer point between Metrolink regional passenger rail service, the Omnitrans E Street Corridor (or Corridor 1)¹, and fixed-route bus service that would connect the northern portion of the City with the City of Loma Linda. Construction of the E Street Corridor improvements is currently scheduled to be completed by fall 2013, with bus service beginning in January 2014. The bus facility would service a bus fleet consisting of 60-foot articulated compressed natural gas (CNG) propulsion buses (Parsons 2009a), similar to the existing sbX fleet. In addition to Omnitrans bus service, the Victor Valley Transit Authority (VVTA) and Mountain Area Regional Transit Authority (MARTA) may also use the bus facility for part of their bus service.

Bus maintenance activities for Omnitrans operations would continue to occur at the East Valley Operations and Maintenance Facility (EVOMF) site located at the corner of 5th Street and Medical Center Drive in the southwestern portion of the City. This facility includes a fuel/wash/vault pull for the bus fleet, heavy maintenance and body/paint functions, a centralized parts storeroom for the entire fleet, and coach and employee parking. Based on the continued use of the EVOMF, the proposed bus facility would not involve any heavy maintenance or refueling activities on site.

Starting January 2014, sbX buses would operate at 10-minute headways throughout the day from 6:00 a.m. to 8:00 p.m. during weekdays. Weekend service may be provided, but would be contingent on initial ridership. The sbX E Street Corridor (or Corridor 1) would require 16 vehicles initially to serve the 10-minute headway while maintaining sufficient vehicles for backup purposes. Eventually, the fleet may grow to 24 vehicles to accommodate 5-minute headway service (Parsons 2009a). The E Street Corridor route is forecast to provide service for approximately 11,400 daily transit trips in 2030 (Parsons 2009a). It is expected that many of these transit riders would be diverted from other transit routes, including Route 2, which currently has approximately 4,000 daily passenger boardings along an approximately 16-mile-

¹ Omnitrans prepared an Initial Study/Mitigated Negative Declaration (IS/MND) for the sbX E Street Corridor BRT Project and adopted the MND in August 2009. The FTA issued a FONSI for the sbX E Street Corridor BRT Project in September 2009. These previously prepared documents are incorporated by reference into this EA/EIR and evaluate the construction and operational effects of the sbX E Street Corridor BRT Project. For this reason, this EA/EIR does not revisit bus operations associated with the sbX E Street Corridor BRT Project and focuses the environmental assessment on effects related to the construction and operations of the bus facility.



long route serving the Cities of San Bernardino and Loma Linda (Parsons 2009a). With the completion of the E Street Corridor, approximately 3,000 new daily transit trips are projected to be diverted from personal automobiles.

2.1.1.15 Maintenance

Maintenance of the rail right-of-way is the responsibility of SANBAG. The maintenance of the SCRRA commuter rail system is governed by the FRA regulations and by the CPUC General Orders. SCRRA owns a fleet of locomotives and coaches that are maintained at the Central Maintenance Facility (CMF) in Los Angeles and at the Eastern Maintenance Facility in Colton. Routine vehicle inspection and light repair are also performed at various layover sites throughout the SCRRA commuter rail system. Typical railroad maintenance and inspections would be conducted throughout the operational phase of the proposed Project in accordance with SCRRA/Metrolink, BNSF, and Amtrak standard practices.

Attachment 2

Project Purpose and Need

PROJECT PURPOSE AND NEED

Purpose of the Proposed Project

The San Bernardino Economic Development Agency (EDA) developed the San Bernardino Downtown Core Vision/Action Plan to promote strategies for the revitalization and redevelopment of downtown San Bernardino. A component of the San Bernardino Downtown Core Vision/Action Plan is development of a centralized transit district providing new commuter rail service and intermodal opportunities to the downtown area. The proposed Project includes the extension of Metrolink regional passenger rail service approximately 1 mile east from its current terminus at the existing Depot to near the intersection of Rialto Avenue and E Street in the downtown area. The proposed Project meets this objective of the EDA's plan by extending Metrolink service to downtown San Bernardino and providing a centralized bus facility for existing fixed-route and planned rapid bus transit service.

Proposed rail platforms would be located west of the E Street and Rialto Avenue intersection and would be designed to be compatible with the centralized bus facility. The proposed Metrolink extension is also intended to help bolster economic development opportunities in San Bernardino's Central Business District (CBD). It is envisioned that transit-oriented development opportunities in downtown San Bernardino and the region would be maximized through a logical and convenient passenger rail connection between the Depot and downtown San Bernardino.

The proposed Project supports California Assembly Bill (AB) 32, the Global Warming Solutions Act of 2006, which requires the Air Resources Board (ARB) to monitor and reduce greenhouse gas emissions. In addition, the proposed Project helps achieve the objectives of Senate Bill (SB) 375, which also requires a reduction in greenhouse gas emissions. The main objective of these two bills is to develop more efficient communities by reducing sprawl and providing residents with alternatives to using single-occupant vehicles. Construction of the proposed Project would provide local municipalities with an opportunity to better comply with these mandatory laws.

Future planned projects that meet the objective of the EDA's plan include Omnitrans' San Bernardino Express (sbX) bus rapid transit (BRT) service, future Redlands Passenger Rail service, and the San Bernardino option of the Los Angeles to San Diego (via the Inland Empire) section of the California High-Speed Train Project. This option of the high-speed train project would operate adjacent to the existing San Bernardino Metrolink line and would include a platform(s) adjacent to the rail platforms proposed as part of the proposed Project.

Need for the Proposed Project

The need for the proposed Project is multi-faceted and in response to current population and employment forecasts that suggest significant growth in San Bernardino County from now through 2035. Over the past 30 years, population growth has been robust in San Bernardino County, contributing to increased travel demand and a decline in transportation system performance. Increasing roadway congestion has led to corresponding increases in commute times for work or recreational purposes, hours of lost productivity, increased fuel use contributing to air pollution, interference with emergency response vehicles, and spillover effects to secondary and alternative routes.

The Riverside-San Bernardino metropolitan area is ranked 14th in population nationally (according to 2009 estimates by the U.S. Census Bureau), but it ranks 32nd among large metropolitan areas in the Texas Transportation Institute's Travel Time Index (Texas

Transportation Institute 2010). This index is a measure of congestion based on the ratio of travel time for trips made in the peak period as compared to travel times under free-flowing conditions. The 2008 Regional Transportation Plan (RTP) prepared by SCAG does not identify any major improvement or capacity expansion projects for Interstate (I)-10 beyond routine maintenance. With no major capacity improvements planned or programmed for the region, roadway productivity losses are anticipated to contribute to increased congestion and less than desirable levels of service on local highways and arterials.

The proposed Project would extend Metrolink commuter service into downtown San Bernardino, thereby providing an alternative mode of transportation for individuals currently reliant on passenger vehicles and long commutes to Riverside and Los Angeles Counties. The proposed Project would also incorporate a centralized bus facility that would be integrated with existing bus service offered by Omnitrans, thereby providing a local linkage to Metrolink passenger rail service. The combination of these transit options is expected to contribute to a reduction of 67,510 fewer daily vehicle miles traveled (VMT) in future buildout year 2035 on local roadways, which would not otherwise occur under the No-Build/No-Project Alternative (Iteris 2012). This reduction in vehicle trips would also result in corresponding reductions in the generation of criteria air pollutants for which the local air basin is designated as nonattainment.

Improvements to the Depot are also needed to address pedestrian safety and accessibility issues at the rail platforms and eliminate at-grade pedestrian crossings. Without the proposed pedestrian egress, rail patrons would continue to walk along the tracks to exit the station, thereby increasing the risk of accidents and train/pedestrian conflicts.

2.1 STATEMENT OF PROJECT OBJECTIVES

The proposed Project's objectives are identified below:

1. Construct a second track and associated railroad improvements to extend regional Metrolink passenger rail service between the existing Depot and downtown San Bernardino.
2. Encourage the integration of current and future passenger rail operations with other forms of transit in the region by providing a Metrolink passenger rail connection to downtown San Bernardino.
3. Accommodate forecasted ridership between the Depot and downtown San Bernardino by providing a convenient and efficient transit alternative to automobile travel.
4. Improve the mobility opportunities for transit-dependent populations in the City to employment centers in Los Angeles and Orange Counties and support local and regional planning goals of SANBAG for the development of transit corridors in the Inland Empire.
5. Improve safety and accessibility at the existing Depot by constructing a pedestrian bridge that will connect the station's two reconstructed platforms, thereby eliminating existing at-grade pedestrian crossings.
6. Facilitate intermodal transit opportunities by constructing the Omnitrans Bus Facility close to Metrolink passenger rail service.

Attachment 3

sBx, MARTA, and VVTA Bus Fleet Information

The Bus Facility will include up to 22 on-site bus bays and 12,000 square feet of office building. These bays will be used by Omnitrans buses operating in the City. The bus routes which will use the transit center include: Route 1, Route 2, Route 3, Route 4, Route 5, Route 7, Route 8, Route 9, Route 10, Route 11, Route 14, Route 15, Route 215, Victor Valley Transit Authority (VVTa), Mountain Area Regional Transit Authority (MARTA), and sbX E Street and sbX Future bus routes. All the bus routes and schedules used in this study are included in **Appendix C**. The total number of buses during the peak hours was calculated using the headways of each individual bus route and these buses were assigned to the roadway network in the study area based on their scheduled routes. The headways and total number of buses in the peak hours for each of these routes are summarized in **Table 2**. The detailed bus volume development calculations are included in **Appendix B**. The assignment of new bus trips (in PCE) at each of the study intersections during the weekday AM and PM peak hours is illustrated in **Figure 11**.

TABLE 2: BUS TRIP GENERATION

| Omnitrans Route # | Route Name | Direction | Headway (minutes) | | # of Buses in Peak Hour | | PCE in Peak Hour (PCE Factor=2.0) | |
|----------------------|---|-----------|----------------------|----|-------------------------------|-----------|---|------------|
| | | | AM | PM | AM | PM | AM | PM |
| sbX Future | Omnitrans articulated bus expansion (sbX) | | 10 | 10 | 6 | 6 | 12 | 12 |
| sbX E St | Cal State - E Street - Loma Linda (Articulated bus) | | 10 | 10 | 6 | 6 | 12 | 12 |
| 1 | ARMC - San Bernardino - Del Rosa | NB | 15 | 15 | 4 | 4 | 8 | 8 |
| | | SB | 15 | 15 | 4 | 4 | 8 | 8 |
| 2 | Cal State - E Street - Loma Linda | NB | 15 | 15 | 4 | 4 | 8 | 8 |
| | | SB | 15 | 15 | 4 | 4 | 8 | 8 |
| 3 | Baseline - Highland - San Bernardino CCW | CCW | 20 | 15 | 3 | 4 | 6 | 8 |
| 4 | Baseline - Highland - San Bernardino CW | CW | 20 | 15 | 3 | 4 | 6 | 8 |
| 5 | San Bernardino - Del Rosa - Cal State | NB | 35 | 35 | 2 | 2 | 4 | 4 |
| | | SB | 35 | 35 | 2 | 2 | 4 | 4 |
| 7 | N. San Bernardino - Sierra Way - San Bernardino | NB | 30 | 30 | 2 | 2 | 4 | 4 |
| | | SB | 30 | 30 | 2 | 2 | 4 | 4 |
| 8 | San Bernardino - Mentone - Yucaipa (interlined) | EB | 60 | 60 | 1 | 1 | 2 | 2 |
| | | WB | 60 | 60 | 1 | 1 | 2 | 2 |
| 9 | San Bernardino - Redlands - Yucaipa (interlined) | EB | 60 | 60 | 1 | 1 | 2 | 2 |
| | | WB | 60 | 60 | 1 | 1 | 2 | 2 |
| 10 | Fontana - Baseline - San Bernardino | EB | 30 | 30 | 2 | 2 | 4 | 4 |
| | | WB | 30 | 30 | 2 | 2 | 4 | 4 |
| 11 | San Bernardino - Muscoy - Cal State | NB | 60 | 60 | 1 | 1 | 2 | 2 |
| | | SB | 60 | 60 | 1 | 1 | 2 | 2 |
| 14 | Fontana - Foothill - San Bernardino | EB | 15 | 15 | 4 | 4 | 8 | 8 |
| | | WB | 15 | 15 | 4 | 4 | 8 | 8 |
| 15 | Fontana - San Bndo/Highland - Redlands | EB | 30 | 30 | 2 | 2 | 4 | 4 |
| | | WB | 30 | 30 | 2 | 2 | 4 | 4 |
| 215 | San Bernardino - Riverside | NB | 20 | 30 | 3 | 2 | 6 | 4 |
| | | SB | 25 | 25 | 3 | 3 | 6 | 6 |
| | MARTA (Big Bear) | EB | | | 1 | 1 | 2 | 2 |
| | | WB | | | 0 | 0 | 0 | 0 |
| | MARTA (Arrowhead) | EB | | | 1 | 1 | 2 | 2 |
| | | WB | | | 0 | 0 | 0 | 0 |
| | TOTAL | | | | 72 | 73 | 144 | 146 |

:: home > about Omnitrans > quick facts > about our fleet



Move your mouse over the photo to see the newest Omnitrans hybrid electric bus;
[Click here to read the story of our "Old Blue"](#) [Click here to read about hybrid electric buses](#)

About Our Fleet

Through the years, the Omnitrans fleet has undergone dramatic changes. From the early days when the red car trolley serviced the San Bernardino area to the age of diesel buses, to the new age of hybrid fuel and electric, Omnitrans has changed and grown.

Here's the current Omnitrans Fleet:

Omnitrans Fixed Route Fleet

| Quantity | Manufacturer | Fuel |
|-----------|---------------|--------------------------|
| 142 | New Flyer | CNG |
| 11 | Thomas Bus | CNG |
| 3 | Trolley | CNG |
| 3 | New Flyer/ISE | Electric/Gasoline Hybrid |
| 156 Total | | |

Other Omnitrans Vehicles

| Demand Response Fleet (Access and Omnilink) | | |
|---|--------------|----------|
| Quantity | Manufacturer | Fuel |
| 100 | Ford Goshen | Gasoline |
| Restored Vintage Coach (Old Blue) | | |
| 1 | 1958 GMC | Diesel |

Learn more about our fleet:

- [Time line](#)
See the history of transportation milestones in the San Bernardino valley.
- [The Story of Old Blue](#)
Read the fascinating story of our antique bus, Old Blue.



Active Vehicles

Location

Big Bear

Description: Bus

| ID# | Year / Make / Model | License | VIN# | Fuel Type | Length | Seating | Replacement Year | DAR | FR | OTM | GPV | Date Last Inspected | Funding/ Contract |
|------|-------------------------------------|---------|-------------------|-----------|--------|---------|------------------|-------------------------------------|-------------------------------------|-------------------------------------|-------------------------------------|---------------------|-------------------|
| M-05 | 2008 ElDorado Aero Elite Type VII | 1258459 | 1GBG5V1978F408020 | D | 29 | 26/2 | 2013 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 6/22/2010 | 646209 |
| M-06 | 2008 ElDorado Aero Elite Type VII | 1258460 | 1GBG5V1948F407861 | D | 29 | 26/2 | 2013 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 6/22/2010 | 646209 |
| M-07 | 2009 Starcraft Allstar Type III | 1331014 | 1FD4E45S08DB52073 | G | 25 | 18/2 | 2014 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | PTMISEA |
| M-12 | 2009 Chevrolet 5500 Glaval Type VII | 1333954 | 1GBG5V1939F406802 | D | 29 | 26/2 | 2014 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 6/22/2010 | 647230 |
| M-13 | 2009 Chevrolet 5500 Glaval Type VII | 1333952 | 1GBG5V19X9F407042 | D | 29 | 26/2 | 2014 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 7/12/2010 | 647230 |
| M-14 | 2009 Chevrolet 5500 Glaval Type VII | 1333955 | 1GBG5V1979F408956 | D | 29 | 26/2 | 2014 | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 6/22/2010 | 647230 |
| M-15 | 2009 Chevrolet 5500 Glaval Type VII | 1333953 | 1GBG5V1909F407003 | D | 29 | 26/2 | 2014 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 6/22/2010 | 647230 |
| M-16 | 2009 GMC Glaval Titan | 1358254 | 1GDE5V19X9F411364 | D | 29 | 26/2 | 2015 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 2/10/2011 | 649307 |
| M-17 | 2009 GMC Glaval Titan | 1358255 | 1GDE5V1939F411156 | D | 29 | 26/2 | 2015 | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> | 2/9/2011 | 649307 |
| M-44 | 2006 Ford Aerotech E450 | 1213641 | 1FDXE45S66HA93081 | G | 23 | 12/2 | 2011 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 5/9/2011 | 642215 |
| M-45 | 2006 Ford Aerotech E450 | 1213640 | 1FDXE45S66HA93082 | G | 23 | 12/3 | 2011 | <input checked="" type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | 6/22/2010 | 642215 |

Description: Field Vehicle

| ID# | Year / Make / Model | License | VIN# | Fuel Type | Length | Seating | Replacement Year | DAR | FR | OTM | GPV | Date Last Inspected | Funding/ Contract |
|------|------------------------|---------|-------------------|-----------|--------|---------|------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------|-------------------|
| M-55 | 2008 Dodge Durango 4x4 | 1202882 | 1D8HB38N98F145207 | G | | 5 | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | 4/28/2008 | |

Description: Shop Truck

| ID# | Year / Make / Model | License | VIN# | Fuel Type | Length | Seating | Replacement Year | DAR | FR | OTM | GPV | Date Last Inspected | Funding/ Contract |
|------|----------------------|---------|-------------------|-----------|--------|---------|------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------|-------------------|
| M-11 | 2002 Ford 4x4 Pickup | S090813 | 2FTPX18Z92CA57067 | G | | | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | |

Description: Trailer

| ID# | Year / Make / Model | License | VIN# | Fuel Type | Length | Seating | Replacement Year | DAR | FR | OTM | GPV | Date Last Inspected | Funding/ Contract |
|---------|---------------------|---------|--------------------|-----------|--------|---------|------------------|--------------------------|--------------------------|--------------------------|--------------------------|---------------------|-------------------|
| Trailer | | 4AC7093 | 411XLS10122C045223 | | | | | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | | |

Location
Crestline

Description: Bus

| ID# | Year / Make / Model | License | VIN# | Fuel Type | Length | Seating | Replacement Year | DAR | FR | OTM | GPPV | Date Last Inspected | Funding/ Contract |
|------|----------------------------------|---------|-------------------|-----------|--------|---------|---------------------|-----|----|-----|------|------------------------|----------------------|
| M-01 | 2008 Ford E450 Starcraft Type II | 1325332 | 1FD4E45S18DA01419 | G | 23 | 13/2 | 2013 | ✓ | ✓ | ✓ | ✓ | 5/9/2011 | 646208 |
| M-02 | 2008 Ford Starcraft Type III | 1312245 | 1FD4E45S68DA18538 | G | 25 | 18/2 | 2013 | ✓ | ✓ | ✓ | ✓ | 5/9/2011 | 646208 |
| M-03 | 2008 Ford E450 Starcraft Type II | 1325333 | 1FD4E45SX8DA09194 | G | 23 | 13/2 | 2013 | ✓ | ✓ | ✓ | ✓ | 6/22/2010 | 646208 |
| M-04 | 2008 Ford E450 Starcraft Type II | 1312244 | 1FD4E45S78DA01411 | G | 23 | 13/2 | 2013 | ✓ | ✓ | ✓ | ✓ | 6/22/2010 | 646208 |
| M-08 | 2009 Ford Starcraft Type III | 1331013 | 1FD4E45SX8DB52081 | G | 25 | 18/2 | 2014 | ✓ | ✓ | ✓ | ✓ | | PTMISEA |
| M-09 | 2009 Ford Starcraft Type III | 1331012 | 1FD4E45S68DB46326 | G | 25 | 18/2 | 2014 | ✓ | ✓ | ✓ | ✓ | | PTMISEA |
| M-46 | 2006 Ford Aerotech E450 | 1213648 | 1FDXE45S66HA93084 | G | 23 | 12/2 | 2011 | ✓ | ✓ | ✓ | ✓ | 6/22/2010 | 645203 |
| M-47 | 2006 Ford Aerotech E450 Type II | 1213649 | 1FDXE45S66HA93083 | G | 23 | 12/2 | 2011 | ✓ | ✓ | ✓ | ✓ | 5/9/2011 | 645203 |
| M-48 | 2006 Ford Aerotech E450 Type II | 1213650 | 1FDXE45S36HA93085 | G | 23 | 12/2 | 2011 | ✓ | ✓ | ✓ | ✓ | 6/22/2010 | 645203 |

Description: Field Vehicle

| ID# | Year / Make / Model | License | VIN# | Fuel Type | Length | Seating | Replacement Year | DAR | FR | OTM | GPPV | Date Last Inspected | Funding/ Contract |
|------|---------------------------|---------|-------------------|-----------|--------|---------|---------------------|-----|----|-----|------|------------------------|----------------------|
| M-57 | 2009 Chevrolet 4x4 Pickup | 256817W | 1GCEK19C19Z253940 | G | | | | ✓ | ✓ | ✓ | ✓ | | |

Description: Shop Truck

| ID# | Year / Make / Model | License | VIN# | Fuel Type | Length | Seating | Replacement Year | DAR | FR | OTM | GPPV | Date Last Inspected | Funding/ Contract |
|------|---------------------------|---------|-------------------|-----------|--------|---------|---------------------|-----|----|-----|------|------------------------|----------------------|
| M-54 | 2001 Ford 4x4 Pickup | 1149055 | 2FTPX18Z91CA73106 | G | | | | ✓ | ✓ | ✓ | ✓ | | |
| M-56 | 2009 Chevrolet 4x4 Pickup | 254816W | 1GCEK19C59Z254668 | G | | | | ✓ | ✓ | ✓ | ✓ | | |

VVTA Fleet Mix

Received via email from Ron Zirges at VVTA on February 8, 2012

| Unit # | Series | Model | VIN | License | FUEL | Current Status | In-Service Date | | |
|--------|------------------------------|-------------------|--------------------|---------|------|----------------|-----------------|------------------|----|
| 136 | 2005 FORD E-450 Aerotech 220 | Van | 1FDXE45S05HA22974 | 1208514 | UNL | In Use | 12/1/2004 | | |
| 137 | 2005 FORD E-450 Aerotech 220 | Van | 1FDXE45S25HA22975 | 1208513 | UNL | In Use | 12/1/2004 | | |
| 138 | 2005 FORD E-450 Aerotech 220 | Van | 1FDXE45S45HA22976 | 1208512 | UNL | In Use | 12/1/2004 | | |
| 140 | 2005 FORD E-450 Aerotech 220 | Van | 1FDXE45S85HA22978 | 1208543 | UNL | In Use | 12/1/2004 | | |
| 141 | 2005 FORD E-450 Aerotech 220 | Van | 1FDXE45S5X5HA22979 | 1208519 | UNL | In Use | 12/1/2004 | | |
| 142 | 2005 FORD E-450 Aerotech 220 | Van | 1FDXE45S65HA22980 | 1208518 | UNL | In Use | 12/1/2004 | | |
| 143 | 2005 FORD E-450 Aerotech 220 | Van | 1FDXE45S85HA22981 | 1208643 | UNL | In Use | 12/1/2004 | | |
| 144 | 2005 FORD E-450 Aerotech 220 | Van | 1FDXE45S5X5HA22982 | 1208644 | UNL | In Use | 12/1/2004 | | |
| 145 | 2005 FORD E-450 Aerotech 220 | Van | 1FDXE45S15HA30419 | 1208544 | UNL | In Use | 12/1/2004 | | |
| 146 | 2005 FORD E-450 Aerotech 220 | Van | 1FDXE45S85HA30420 | 1208548 | UNL | In Use | 12/1/2004 | | |
| 148 | 2005 FORD E-450 Aerotech 220 | Van | 1FDXE45S15HA30422 | 1208546 | UNL | In Use | 12/1/2004 | | |
| 149 | 2005 FORD E-450 Aerotech 220 | Van | 1FDXE45S35HA30423 | 1208705 | UNL | In Use | 12/1/2004 | | |
| 150 | 2005 FORD E-450 Aerotech 220 | Van | 1FDXE45S55HA30424 | 1208707 | UNL | In Use | 12/1/2004 | | |
| 151 | 2007 FORD E-450 Aerotech 220 | Van | 1FDXE45S67DB36259 | 1258119 | UNL | In Use | 12/12/2007 | | |
| 152 | 2007 FORD E-450 Aerotech 220 | Van | 1FDXE45S27DB36260 | 1258120 | UNL | In Use | 1/25/2008 | | |
| 153 | 2011 FORD E-450 Aerotech 240 | Aerotech 240 | 1FDFF4F53BDA45565 | 1376576 | UNL | In Use | 9/15/2011 | | |
| 154 | 2011 FORD E-450 Aerotech 240 | Aerotech 240 | 1FDFF4F55BDA45566 | 1376577 | UNL | In Use | 9/19/2011 | | |
| 155 | 2011 FORD E-450 Aerotech 240 | Aerotech 240 | 1FDFF4F57BDA45567 | 1376578 | UNL | In Use | 9/22/2011 | | |
| 156 | 2011 FORD E-450 Aerotech 240 | Aerotech 240 | 1FDFF4F59BDA45568 | 1376579 | UNL | In Use | 8/26/2011 | | |
| 157 | 2011 FORD E-450 Aerotech 240 | Aerotech 240 | 1FDFF4F50BDA45569 | 1376580 | UNL | In Use | 9/27/2011 | | |
| 158 | 2011 FORD E-450 Aerotech 240 | Aerotech 240 | 1FDFF4F57BDA45570 | 1376581 | UNL | In Use | 9/27/2011 | Fleet Mix Total: | |
| 159 | 2011 FORD E-450 Aerotech 240 | Aerotech 240 | 1FDFF4F59BDA45571 | 1376582 | UNL | In Use | 11/15/2011 | UNL | 40 |
| 160 | 2011 FORD E-450 Aerotech 240 | Aerotech 240 | 1FDFF4F50BDA45572 | | UNL | In Use | 12/13/2011 | CNG | 39 |
| 161 | 2011 CHEVY 4500 ARBOCS | Spirit of Mobil | 1GB9G5B6G3A1164644 | 1346764 | CNG | In Use | 8/29/2011 | DSL | 1 |
| 162 | 2011 CHEVY 4500 ARBOCS | Spirit of Mobil | 1GB9G5B6G4A1165852 | 1356213 | CNG | In Use | 9/10/2011 | | |
| 163 | 2011 CHEVY 4500 ARBOCS | Spirit of Mobil | 1GB9G5B6G6A1165674 | 1346763 | CNG | In Use | 9/13/2011 | | |
| 164 | 2011 CHEVY 4500 ARBOCS | Spirit of Mobil | 1GB9G5B6G2A1165252 | 1356214 | CNG | In Use | 9/21/2011 | | |
| 165 | 2011 CHEVY 4500 ARBOCS | Spirit of Mobil | 1GB9G5B6G6A1164413 | 1356215 | CNG | In Use | 9/1/2011 | | |
| 166 | 2011 CHEVY 4500 ARBOCS | Spirit of Mobil | 1GB9G5B6G3A1165485 | 1356216 | CNG | In Use | 9/21/2011 | | |
| 306 | 2003 Bluebird XCL 102 | XCL 102 | 1BAGEBXA43F217475 | 1172597 | DSL | In Use | 2/1/2004 | | |
| 307 | 2001 BlueBird CNG | CSRE | 1BAGGBMA51F099528 | 1279641 | CNG | In Use | 12/1/2010 | | |
| 403 | 2001 Bluebird Q SERRIES | Q 37 | 1BAGKBMA51F096210 | 1055335 | CNG | In Use | 7/1/2000 | | |
| 404 | 2001 Bluebird Q SERRIES | Q 37 | 1BAGKBMA21F096214 | 1068158 | CNG | In Use | 7/1/2000 | | |
| 406 | 2002 NABI 40LFW | 40 LF | 1N90402932A140167 | 1076805 | CNG | In Use | 7/1/2002 | | |
| 407 | 2002 NABI 40LFW | 40 LF | 1N90402952A140168 | 1076806 | CNG | In Use | 7/1/2002 | | |
| 601 | 2004 NABI 40LFW | 40 LF | 1N90402994A140032 | 1205845 | CNG | In Use | 1/1/2005 | | |
| 602 | 2004 NABI 40LFW | 40 LF | 1N90402904A140033 | 1205844 | CNG | In Use | 1/1/2005 | | |
| 603 | 2008 NABI 40LFW | 40LFW.40 | 1N90404088A140320 | 1159649 | CNG | In Use | 7/25/2008 | | |
| 604 | 2008 NABI 40LFW | 40LFW.40 | 1N904040X8A140321 | 1312321 | CNG | In Use | 8/7/2008 | | |
| 605 | 2008 NABI 40LFW | 40LFW.40 | 1N90404018A140322 | 1159647 | CNG | In Use | 7/25/2008 | | |
| 606 | 2008 NABI 40LFW | 40LFW.40 | 1N90404038A140323 | 1312352 | CNG | In Use | 8/7/2008 | | |
| 607 | 2008 NABI 40LFW | 40LFW.40 | 1N90404058A140324 | 1159649 | CNG | In Use | 7/25/2008 | | |
| 608 | 2008 NABI 40LFW | 40LFW.40 | 1N90404078A140325 | 1312353 | CNG | In Use | 8/5/2008 | | |
| 609 | 2008 NABI 40LFW | 40LFW.40 | 1N90404098A140326 | 1308451 | CNG | In Use | 8/22/2008 | | |
| 610 | 2010 NABI 40LFW | 40LFW-50.01 | 1N9405016AA140427 | 1358338 | CNG | In Use | 2/7/2011 | | |
| 611 | 2010 NABI 40LFW | 40LFW-50.01 | 1N9405018AA140428 | 1358339 | CNG | In Use | 2/7/2011 | | |
| 612 | 2010 NABI 40LFW | 40LFW-50.01 | 1N940501XAA140429 | 1358386 | CNG | In Use | 2/10/2011 | | |
| 613 | 2010 NABI 40LFW | 40LFW-50.01 | 1N9405016AA140430 | 1358340 | CNG | In Use | 2/10/2011 | | |
| 614 | 2010 NABI 40LFW | 40LFW-50.01 | 1N9405018AA140431 | 1358341 | CNG | In Use | 2/7/2011 | | |
| 615 | 2010 NABI 40LFW | 40LFW-50.01 | 1N940501XAA140432 | 1358342 | CNG | In Use | 2/7/2011 | | |
| 701 | 2001 Bluebird Q SERRIES | Q 37 | 1BAGKBMA71F096211 | 1068253 | CNG | In Use | 7/1/2000 | | |
| 703 | 2001 Bluebird Q SERRIES | Q 37 | 1BAGKBMA01F096213 | 1068254 | CNG | In Use | 7/1/2000 | | |
| 705 | 2001 Bluebird Q SERRIES | Q 37 | 1BAGKBMA41F096215 | 1068152 | CNG | In Use | 7/1/2000 | | |
| 709 | 2002 NABI 40LFW | 40 LF | 1N904029X2A140165 | 1109463 | CNG | In Use | 7/1/2002 | | |
| 710 | 2002 NABI 40LFW | 40 LF | 1N90402912A140166 | 1109464 | CNG | In Use | 7/1/2002 | | |
| 711 | 2006 Bluebird L4RE | L4RE | 1BAGJBEA16W100438 | 1263318 | CNG | In Use | 1/26/2007 | | |
| 712 | 2006 Bluebird L4RE | L4RE | 1BAGJBEA36W100439 | 1263316 | CNG | In Use | 1/17/2007 | | |
| 713 | 2006 Bluebird L4RE | L4RE | 1BAGJBEAX6W100440 | 1263320 | CNG | In Use | 1/17/2007 | | |
| 714 | 2006 Bluebird L4RE | L4RE | 1BAGJBEA16W100441 | 1263319 | CNG | In Use | 1/17/2007 | | |
| 715 | 2006 Bluebird L4RE | L4RE | 1BAGJBEA36W100442 | 1263317 | CNG | In Use | 1/17/2007 | | |
| 1002 | 2010 Dodge Caravan | Caravan | | | UNL | Not In Use | | | |
| 1003 | 2010 Dodge Caravan | Caravan | 2D4RN4D39AR455042 | 1348486 | UNL | In Use | 3/29/2011 | | |
| 1004 | 2010 Dodge Caravan | Caravan | 2DRN4DE1AR455021 | 1348484 | UNL | In Use | 3/29/2011 | | |
| 1005 | 2010 Dodge Caravan | Caravan | 2D4RN4DE1AR455018 | 1348483 | UNL | In Use | 3/11/2011 | | |
| 1006 | 2010 Dodge Caravan | Caravan | 2D4RN4DE0AR455026 | 1348490 | UNL | In Use | 3/30/2011 | | |
| 1007 | 2010 Dodge Caravan | Caravan | 2DR4N4DE0AR445385 | 1357946 | UNL | In Use | 3/11/2011 | | |
| 1008 | 2010 Dodge Caravan | Caravan | 2D4RN4DE3AR455022 | 1357948 | UNL | In Use | 3/21/2011 | | |
| 1009 | 2010 Dodge Caravan | Caravan | 2D4RN4DEXAR455020 | 1357947 | UNL | In Use | 3/30/2011 | | |
| 1010 | 2010 Dodge Caravan | Caravan | 2D4RN4DE3AR455019 | 1367353 | UNL | In Use | 3/30/2011 | | |
| 2001 | 2008 El Dorado Aero elite | Chevy Kodiak 5500 | 1GBE5V1G18F407239 | 1258110 | UNL | In Use | 5/1/2008 | | |
| 2002 | 2008 El Dorado Aero elite | Chevy Kodiak 5500 | 1GBE5V1G98F407440 | 1258109 | UNL | In Use | 4/29/2008 | | |
| 2003 | 2008 El Dorado Aero elite | Chevy Kodiak 5500 | 1GBE5V1G98F410289 | 1258108 | UNL | In Use | 5/1/2008 | | |
| 2004 | 2008 El Dorado Aero elite | Chevy Kodiak 5500 | 1GBE5V1G08F410276 | 1258105 | UNL | In Use | 4/30/2008 | | |
| 2005 | 2009 El Dorado Aero elite | Chevy Kodiak 5500 | 1GBG5V1G99F406947 | 1329337 | UNL | In Use | 7/16/2009 | | |
| 2006 | 2009 El Dorado Aero elite | Chevy Kodiak 5500 | 1GBG5V1G99F406902 | 1329328 | UNL | In Use | 7/17/2009 | | |
| 2007 | 2009 El Dorado Aero elite | Chevy Kodiak 5500 | 1GBG5V1G69F406985 | 1329336 | UNL | In Use | 8/4/2009 | | |
| 2008 | 2009 El Dorado Aero elite | Chevy Kodiak 5500 | 1GBG5V1G59F407058 | 1329335 | UNL | In Use | 8/4/2009 | | |
| 2009 | 2011 FORD F-550 Glaval | Entourage | 1FDGF5GY0BEC38406 | 1346831 | CNG | In Use | 9/28/2011 | | |
| 2010 | 2011 FORD F-550 Glaval | Entourage | 1FDGF5GY7BEC48821 | 1346830 | CNG | In Use | 9/29/2011 | | |
| 2011 | 2011 FORD F-550 Glaval | Entourage | 1FDGF5GY1BEC42691 | 1346832 | CNG | In Use | 10/19/2011 | | |

Attachment 4

Regional VMT Summary

Systemwide VMT data by Speed Bin for All DSBPRP Scenarios

| Speed Bins | | Existing Year 2009 | | | | Opening Year 2014 | | | | Forecast Year 2035 | | | |
|-------------------------------|--------------|--------------------|--------|-----------------------|--------|-------------------|--------|--------------|--------|--------------------|--------|--------------|--------|
| | | Existing | | Existing Plus Project | | No Project | | With Project | | No Project | | With Project | |
| | | VMT | % | VMT | % | VMT | % | VMT | % | VMT | % | VMT | % |
| 5 | 0.0 - 4.99 | 362,451 | 0.20% | 340,177 | 0.20% | 519,232 | 0.20% | 487,323 | 0.20% | 985,137 | 0.30% | 924,597 | 0.30% |
| 10 | 5.0 - 9.99 | 1,224,726 | 0.60% | 1,225,663 | 0.60% | 2,217,324 | 1.00% | 2,219,020 | 1.00% | 2,529,940 | 0.90% | 2,531,875 | 0.90% |
| 15 | 10.0 - 14.99 | 3,678,755 | 1.80% | 3,716,215 | 1.80% | 5,541,745 | 2.40% | 5,598,175 | 2.40% | 6,231,077 | 2.20% | 6,294,526 | 2.20% |
| 20 | 15.0 - 19.99 | 11,240,490 | 5.60% | 11,549,900 | 5.70% | 15,342,473 | 6.70% | 15,764,796 | 6.80% | 16,033,304 | 5.60% | 16,474,643 | 5.80% |
| 25 | 20.0 - 24.99 | 28,441,790 | 14.10% | 28,126,703 | 13.90% | 37,296,422 | 16.20% | 36,883,240 | 16.00% | 39,297,724 | 13.80% | 38,862,371 | 13.60% |
| 30 | 25.0 - 29.99 | 40,153,589 | 19.90% | 40,205,457 | 19.90% | 48,001,736 | 20.80% | 48,063,742 | 20.80% | 56,304,399 | 19.70% | 56,377,130 | 19.70% |
| 35 | 30.0 - 34.99 | 26,918,716 | 13.30% | 26,840,051 | 13.30% | 31,613,938 | 13.70% | 31,521,552 | 13.70% | 42,647,912 | 14.90% | 42,523,281 | 14.90% |
| 40 | 35.0 - 39.99 | 19,932,031 | 9.90% | 19,949,206 | 9.90% | 22,823,851 | 9.90% | 22,843,518 | 9.90% | 32,889,705 | 11.50% | 32,918,046 | 11.50% |
| 45 | 40.0 - 44.99 | 18,104,177 | 9.00% | 18,166,121 | 9.00% | 19,132,390 | 8.30% | 19,197,852 | 8.30% | 27,240,793 | 9.50% | 27,333,998 | 9.60% |
| 50 | 45.0 - 49.99 | 16,316,713 | 8.10% | 16,281,688 | 8.10% | 17,358,286 | 7.50% | 17,321,025 | 7.50% | 22,104,996 | 7.70% | 22,057,546 | 7.70% |
| 55 | 50.0 - 54.99 | 14,048,434 | 7.00% | 13,954,046 | 6.90% | 11,650,814 | 5.10% | 11,572,535 | 5.00% | 17,601,309 | 6.20% | 17,483,050 | 6.10% |
| 60 | 55.0 - 59.99 | 11,464,686 | 5.70% | 11,564,391 | 5.70% | 10,624,394 | 4.60% | 10,716,791 | 4.60% | 12,783,575 | 4.50% | 12,894,750 | 4.50% |
| 65 | 60.0 - 64.99 | 6,950,869 | 3.40% | 6,928,635 | 3.40% | 5,617,436 | 2.40% | 5,599,467 | 2.40% | 7,766,552 | 2.70% | 7,741,709 | 2.70% |
| 70 | 65.0 - 69.99 | 3,147,600 | 1.60% | 3,149,420 | 1.60% | 2,849,735 | 1.20% | 2,851,383 | 1.20% | 1,168,970 | 0.40% | 1,169,646 | 0.40% |
| 75 | 70.0 - 74.99 | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% |
| TOTAL PEAK VMT | | 201,985,027 | 100% | 201,997,673 | 100% | 230,589,776 | 100% | 230,640,420 | 100% | 285,585,393 | 100% | 285,587,168 | 100% |
| 5 | 0.0 - 4.99 | 106,239 | 0.06% | 97,821 | 0.05% | 118,890 | 0.06% | 109,470 | 0.05% | 165,097 | 0.06% | 152,016 | 0.06% |
| 10 | 5.0 - 9.99 | 181,657 | 0.10% | 205,028 | 0.11% | 245,380 | 0.12% | 276,949 | 0.13% | 295,941 | 0.11% | 334,015 | 0.13% |
| 15 | 10.0 - 14.99 | 584,805 | 0.32% | 569,141 | 0.31% | 738,181 | 0.35% | 718,409 | 0.35% | 937,454 | 0.36% | 912,344 | 0.35% |
| 20 | 15.0 - 19.99 | 3,227,575 | 1.77% | 3,212,405 | 1.76% | 3,846,385 | 1.85% | 3,828,307 | 1.84% | 4,473,196 | 1.73% | 4,452,172 | 1.73% |
| 25 | 20.0 - 24.99 | 13,213,075 | 7.23% | 13,153,758 | 7.20% | 15,570,191 | 7.48% | 15,500,293 | 7.45% | 16,737,781 | 6.49% | 16,662,641 | 6.46% |
| 30 | 25.0 - 29.99 | 27,308,644 | 14.94% | 27,366,387 | 14.98% | 32,258,338 | 15.50% | 32,326,547 | 15.53% | 34,663,730 | 13.43% | 34,737,025 | 13.47% |
| 35 | 30.0 - 34.99 | 21,429,763 | 11.72% | 21,451,357 | 11.74% | 25,687,509 | 12.34% | 25,713,393 | 12.35% | 29,317,625 | 11.36% | 29,347,167 | 11.38% |
| 40 | 35.0 - 39.99 | 13,836,202 | 7.57% | 13,723,415 | 7.51% | 17,825,345 | 8.56% | 17,680,041 | 8.49% | 22,502,452 | 8.72% | 22,319,022 | 8.65% |
| 45 | 40.0 - 44.99 | 14,276,291 | 7.81% | 14,280,999 | 7.81% | 18,052,531 | 8.67% | 18,058,485 | 8.68% | 22,162,185 | 8.59% | 22,169,494 | 8.59% |
| 50 | 45.0 - 49.99 | 15,326,085 | 8.38% | 15,197,150 | 8.32% | 16,583,321 | 7.97% | 16,443,809 | 7.90% | 25,117,383 | 9.73% | 24,906,076 | 9.66% |
| 55 | 50.0 - 54.99 | 14,773,862 | 8.08% | 14,966,993 | 8.19% | 17,667,766 | 8.49% | 17,898,728 | 8.60% | 23,867,284 | 9.25% | 24,179,289 | 9.37% |
| 60 | 55.0 - 59.99 | 23,064,125 | 12.62% | 23,073,061 | 12.63% | 25,666,075 | 12.33% | 25,676,019 | 12.34% | 33,921,202 | 13.15% | 33,934,345 | 13.16% |
| 65 | 60.0 - 64.99 | 26,497,589 | 14.50% | 26,487,030 | 14.49% | 24,475,682 | 11.76% | 24,465,929 | 11.76% | 34,294,500 | 13.29% | 34,280,834 | 13.29% |
| 70 | 65.0 - 69.99 | 8,961,356 | 4.90% | 8,961,454 | 4.90% | 9,427,699 | 4.53% | 9,427,802 | 4.53% | 9,567,180 | 3.71% | 9,567,285 | 3.71% |
| 75 | 70.0 - 74.99 | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% | 0 | 0.00% |
| TOTAL OFF-PEAK VMT | | 182,787,268 | 100% | 182,746,001 | 100% | 208,163,293 | 100% | 208,124,180 | 100% | 258,023,010 | 100% | 257,953,725 | 100% |
| TOTAL DAILY VMT | | 384,772,295 | | 384,743,674 | | 438,753,069 | | 438,764,600 | | 543,608,403 | | 543,540,893 | |
| Absolute Change over No Build | | | | -28,621 | | | | 11,531 | | | | -67,510 | |
| Relative Change over No Build | | | | -0.0074% | | | | 0.0026% | | | | -0.0124% | |

Source: Iteris 2012

Attachment 5

Summary of Intersection LOS, Volume/Capacity Ratio, Delay and Traffic Volumes

EXISTING (2009) PEAK HOUR LEVELS OF SERVICE

YEAR 2014 WITH PROJECT PEAK HOUR LEVELS OF SERVICE

| Intersection Name | Control | AM Peak Hour Delay | | | PM Peak Hour Delay | | | AM Peak Hour Delay | | | PM Peak Hour Delay | | | change in VC project - no project | | change in delay project - no project | |
|--|---------------------|--------------------|--------|------|--------------------|--------|------|--------------------|--------|------|--------------------|--------|------|-----------------------------------|-------|--------------------------------------|-------|
| | | LOS | (Sec.) | V/C | LOS | (Sec.) | V/C | LOS | (Sec.) | V/C | LOS | (Sec.) | V/C | am | pm | am | pm |
| | | | | | | | | | | | | | | | | | |
| 1. K St and 3rd St | 2WSC | A | 2.9 | N/A | A | 1.6 | N/A | A | 3.8 | N/A | A | 6.3 | N/A | - | - | 0.9 | 4.7 |
| 2. K St and 2nd St | AWSC | A | 8.5 | 0.2 | A | 9.3 | 0.24 | B | 12 | 0.41 | B | 13.9 | 0.53 | 0.21 | 0.29 | 3.5 | 4.6 |
| 3. K St and Rialto Ave | Signal | B | 18.7 | 0.25 | C | 20.9 | 0.31 | C | 21.5 | 0.42 | B | 18.7 | 0.45 | 0.17 | 0.14 | 2.8 | -2.2 |
| 4. J St and 3rd St | 2WSC | A | 0.6 | N/A | A | 0.9 | N/A | A | 4.5 | N/A | A | 4.7 | N/A | - | - | 3.9 | 3.8 |
| 5. J St and 2nd St | 2WSC | A | 1.1 | N/A | A | 1.1 | N/A | A | 3.4 | N/A | A | 4.8 | N/A | - | - | 2.3 | 3.7 |
| 6. J St and Rialto Ave | 2WSC | A | 1.3 | N/A | A | 1.5 | N/A | C | 20.2 | N/A | A | 9.7 | N/A | - | - | 18.9 | 8.2 |
| 7. I St and 3rd St | Signal | B | 10.9 | 0.18 | B | 11.5 | 0.14 | | | | | | | -0.18 | -0.14 | -10.9 | -11.5 |
| 8. I St and 2nd St | Signal | B | 14.1 | 0.25 | B | 14.2 | 0.2 | A | 9.1 | 0.25 | A | 8.9 | 0.27 | 0 | 0.07 | -5 | -5.3 |
| 9. I St and Rialto Ave | Signal | C | 21.2 | 0.29 | C | 20.3 | 0.26 | A | 1.4 | N/A | A | 1.5 | N/A | - | - | -19.8 | -18.8 |
| 10. IJ215 SB Off Ramp and 3rd St | Future Intersection | | | | | | | C | 33.9 | 0.39 | C | 25.7 | 0.24 | 0.39 | 0.24 | 33.9 | 25.7 |
| 11. IJ215 SB On Ramp and 2nd St | Signal | A | 8.3 | 0.22 | B | 10.3 | 0.42 | B | 17.1 | 0.31 | B | 18.5 | 0.49 | 0.09 | 0.07 | 8.8 | 8.2 |
| 12. IJ215 NB On Ramp and 3rd S | Future Intersection | | | | | | | C | 23.4 | 0.22 | C | 29.8 | 0.4 | 0.22 | 0.4 | 23.4 | 29.8 |
| 13. IJ215 NB Ramps and 2nd St | Signal | C | 20.1 | 0.41 | C | 21.1 | 0.47 | B | 19.9 | 0.48 | B | 18.2 | 0.35 | 0.07 | -0.12 | -0.2 | -2.9 |
| 14. G St and 3rd St | Signal | C | 26.6 | 0.17 | B | 19.9 | 0.21 | C | 20.1 | 0.22 | C | 21 | 0.26 | 0.05 | 0.05 | -6.5 | 1.1 |
| 15. G St and 2nd St | Signal | C | 25.2 | 0.41 | C | 27.6 | 0.48 | C | 24.2 | 0.53 | C | 29.4 | 0.61 | 0.12 | 0.13 | -1 | 1.8 |
| 16. G St and Rialto Ave | Signal | B | 13.1 | 0.27 | B | 12.2 | 0.28 | A | 9.5 | 0.34 | A | 8.6 | 0.32 | 0.07 | 0.04 | -3.6 | -3.6 |
| 17. G St and Congress St | 2WSC | A | 0.2 | N/A | A | 0.1 | N/A | A | 1.4 | N/A | A | 1.8 | N/A | - | - | 1.2 | 1.7 |
| 18. Parking Lot Entrance and Congress St | Future Intersection | | | | | | | A | 7.6 | N/A | A | 7.1 | N/A | - | - | 7.6 | 7.1 |
| 19. E St and 2nd St | Signal | C | 23.4 | 0.55 | C | 28.5 | 0.68 | C | 28.4 | 0.72 | C | 32.7 | 0.77 | 0.17 | 0.09 | 5 | 4.2 |
| 20. E St and Rialto Ave | Signal | C | 22.4 | 0.3 | B | 19.1 | 0.41 | C | 21.6 | 0.63 | C | 22.7 | 0.71 | 0.33 | 0.3 | -0.8 | 3.6 |
| 21. E St and Parking Lot Entrance | Future Intersection | | | | | | | A | 0.9 | N/A | A | 1.2 | N/A | - | - | 0.9 | 1.2 |
| 22. Arrowhead Ave and Rialto Ave | Signal | B | 13 | 0.21 | B | 14.1 | 0.3 | B | 11.1 | 0.21 | B | 12.1 | 0.33 | 0 | 0.03 | -1.9 | -2 |
| 23. H St and 5th St | Signal | C | 20.6 | 0.48 | C | 25.9 | 0.7 | C | 21.5 | 0.47 | C | 25.7 | 0.78 | -0.01 | 0.08 | 0.9 | -0.2 |
| 24. F St and Rialto Ave | 1WSC | A | 1.3 | N/A | A | 1.6 | N/A | B | 11.7 | 0.29 | B | 10.3 | 0.48 | - | - | 10.4 | 8.7 |
| 25. E St and 5th St | Signal | B | 11.3 | 0.46 | B | 11.5 | 0.55 | C | 20.1 | 0.5 | B | 19.2 | 0.64 | 0.04 | 0.09 | 8.8 | 7.7 |
| 26. E St and 4th St | Signal | C | 26 | 0.4 | C | 26.4 | 0.5 | B | 18.8 | 0.45 | B | 17 | 0.5 | 0.05 | 0 | -7.2 | -9.4 |
| 27. E St Inland Center Dr and Mill St | Signal | D | 35.7 | 0.45 | D | 39.2 | 0.59 | C | 31.5 | 0.58 | D | 39.2 | 0.81 | 0.13 | 0.22 | -4.2 | 0 |
| Intersections that degrade | | | | | | | | | | | | | | 14 | 15 | 16 | 17 |
| Intersections that improve | | | | | | | | | | | | | | 4 | 3 | 11 | 10 |

YEAR 2014 NO PROJECT PEAK HOUR LEVELS OF SERVICE

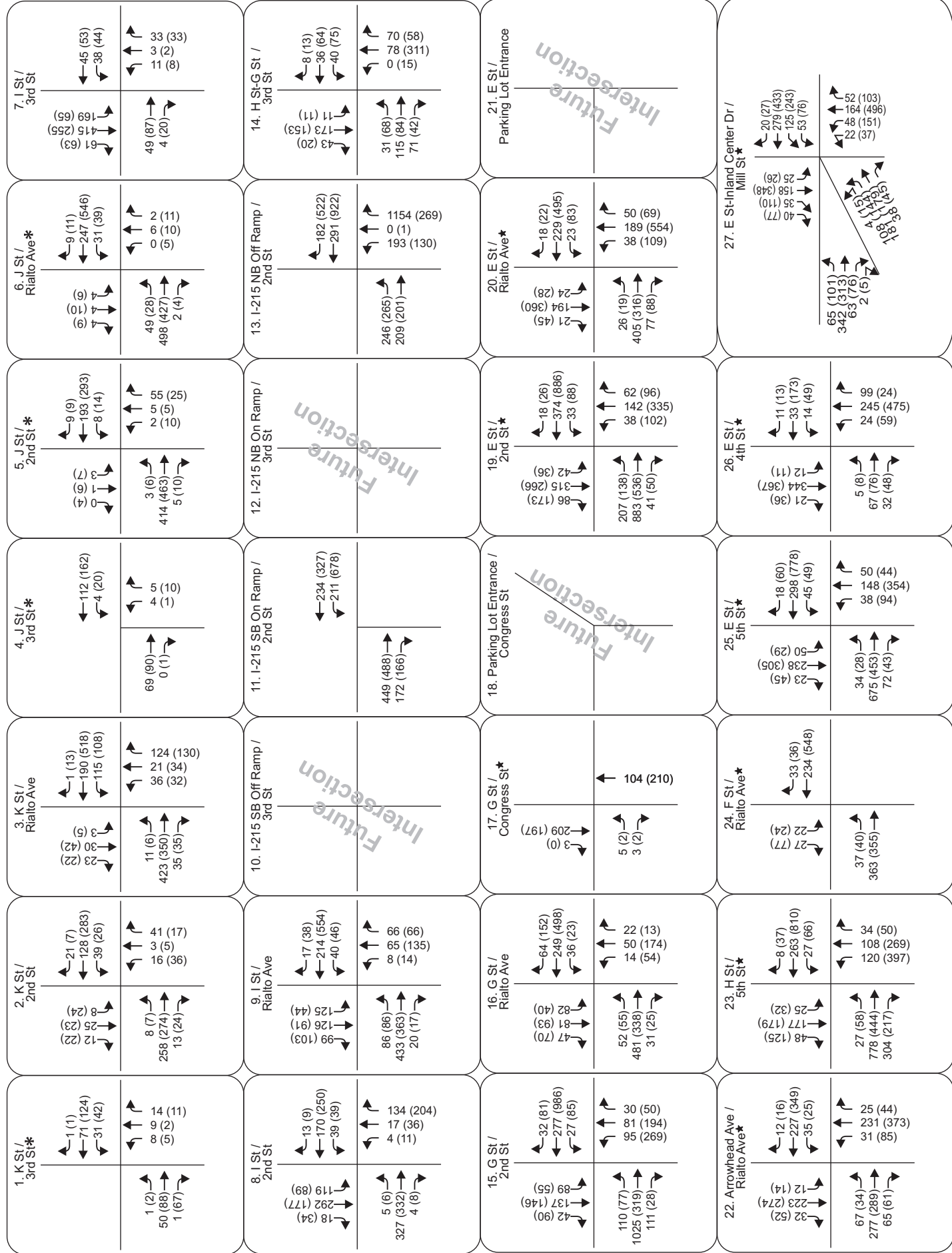
YEAR 2014 WITH PROJECT PEAK HOUR LEVELS OF SERVICE

| Intersection Name | Control | AM Peak Hour Delay | | | PM Peak Hour Delay | | | AM Peak Hour Delay | | | PM Peak Hour Delay | | | change in VC project - no project | | change in delay project - no project | |
|--|-----------------------------|--------------------|--------|------|--------------------|--------|------|--------------------|--------|------|--------------------|--------|------|-----------------------------------|-------|--------------------------------------|-------|
| | | LOS | (Sec.) | V/C | LOS | (Sec.) | V/C | LOS | (Sec.) | V/C | LOS | (Sec.) | V/C | am | pm | am | pm |
| | | | | | | | | | | | | | | | | | |
| 1. K St and 3rd St | 2WSC | A | 2.2 | N/A | A | 1.3 | N/A | A | 3.8 | N/A | A | 6.3 | N/A | | | 1.6 | 5 |
| 2. K St and 2nd St | AWSC | A | 8.8 | 0.23 | A | 9.7 | 0.27 | B | 12 | 0.41 | B | 13.9 | 0.53 | 0.18 | 0.26 | 3.2 | 4.2 |
| 3. K St and Rialto Ave | Signal | B | 19.1 | 0.27 | B | 17.7 | 0.33 | C | 21.5 | 0.42 | B | 18.7 | 0.45 | 0.15 | 0.12 | 2.4 | 1 |
| 4. J St and 3rd St | 2WSC | A | 0.4 | N/A | A | 0.8 | N/A | A | 4.5 | N/A | A | 4.7 | N/A | | | 4.1 | 3.9 |
| 5. J St and 2nd St | 2WSC | A | 1.4 | N/A | A | 1.7 | N/A | A | 3.4 | N/A | A | 4.8 | N/A | | | 2 | 3.1 |
| 6. J St and Rialto Ave | 2WSC | A | 1.5 | N/A | A | 1.6 | N/A | C | 20.2 | N/A | A | 9.7 | N/A | | | 18.7 | 8.1 |
| 7. I St and 3rd St | Intersection does not exist | | | | | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8. I St and 2nd St | Signal | B | 10.8 | 0.25 | B | 15 | 0.21 | A | 9.1 | 0.25 | A | 8.9 | 0.27 | 0 | 0.06 | -1.7 | -6.1 |
| 9. I St and Rialto Ave | Signal | C | 21.5 | 0.3 | C | 21.1 | 0.28 | A | 1.4 | N/A | A | 1.5 | N/A | | | -20.1 | -19.6 |
| 10. IJ215 SB Off Ramp and 3rd St | Signal | C | 27.9 | 0.38 | C | 21.5 | 0.24 | C | 33.9 | 0.39 | C | 25.7 | 0.24 | 0.01 | 0 | 6 | 4.2 |
| 11. IJ215 SB On Ramp and 2nd St | Signal | B | 18.1 | 0.26 | B | 18 | 0.43 | B | 17.1 | 0.31 | B | 18.5 | 0.49 | 0.05 | 0.06 | -1 | 0.5 |
| 12. IJ215 NB On Ramp and 3rd S | Signal | B | 19.2 | 0.21 | C | 23.9 | 0.42 | C | 23.4 | 0.22 | C | 29.8 | 0.4 | 0.01 | -0.02 | 4.2 | 5.9 |
| 13. IJ215 NB Ramps and 2nd St | Signal | B | 17.9 | 0.46 | B | 16.5 | 0.3 | B | 19.9 | 0.48 | B | 18.2 | 0.35 | 0.02 | 0.05 | 2 | 1.7 |
| 14. G St and 3rd St | Signal | C | 20.3 | 0.21 | C | 20.8 | 0.25 | C | 20.1 | 0.22 | C | 21 | 0.26 | 0.01 | 0.01 | -0.2 | 0.2 |
| 15. G St and 2nd St | Signal | C | 24.5 | 0.48 | C | 28.8 | 0.59 | C | 24.2 | 0.53 | C | 29.4 | 0.61 | 0.05 | 0.02 | -0.3 | 0.6 |
| 16. G St and Rialto Ave | Signal | B | 13.2 | 0.29 | A | 8.1 | 0.31 | A | 9.5 | 0.34 | A | 8.6 | 0.32 | 0.05 | 0.01 | -3.7 | 0.5 |
| 17. G St and Congress St | 2WSC | A | 0.2 | N/A | A | 0.1 | N/A | A | 1.4 | N/A | A | 1.8 | N/A | | | 1.2 | 1.7 |
| 18. Parking Lot Entrance and Congress St | Intersection does not exist | | | | | | | A | 7.6 | N/A | A | 7.1 | N/A | | | 7.6 | 7.1 |
| 19. E St and 2nd St | Signal | C | 26.1 | 0.71 | C | 29.6 | 0.77 | C | 28.4 | 0.72 | C | 32.7 | 0.77 | 0.01 | 0 | 2.3 | 3.1 |
| 20. E St and Rialto Ave | Signal | C | 24 | 0.42 | B | 18.6 | 0.64 | C | 21.6 | 0.63 | C | 22.7 | 0.71 | 0.21 | 0.07 | -2.4 | 4.1 |
| 21. E St and Parking Lot Entrance | Intersection does not exist | | | | | | | A | 0.9 | N/A | A | 1.2 | N/A | | | 0.9 | 1.2 |
| 22. Arrowhead Ave and Rialto Ave | Signal | B | 11.6 | 0.21 | B | 11.9 | 0.32 | B | 11.1 | 0.21 | B | 12.1 | 0.33 | 0 | 0.01 | -0.5 | 0.2 |
| 23. H St and 5th St | Signal | C | 21.3 | 0.43 | C | 25.5 | 0.77 | C | 21.5 | 0.47 | C | 25.7 | 0.78 | 0.04 | 0.01 | 0.2 | 0.2 |
| 24. F St and Rialto Ave | 1WSC | A | 1.3 | N/A | A | 1.6 | N/A | B | 11.7 | 0.29 | B | 10.3 | 0.48 | | | 10.4 | 8.7 |
| 25. E St and 5th St | Signal | C | 20.3 | 0.48 | B | 19 | 0.61 | C | 20.1 | 0.5 | B | 19.2 | 0.64 | 0.02 | 0.03 | -0.2 | 0.2 |
| 26. E St and 4th St | Signal | B | 18.9 | 0.39 | B | 16.3 | 0.46 | B | 18.8 | 0.45 | B | 17 | 0.5 | 0.06 | 0.04 | -0.1 | 0.7 |
| 27. E St Inland Center Dr and Mill St | Signal | C | 30.9 | 0.56 | D | 38.5 | 0.79 | C | 31.5 | 0.58 | D | 39.2 | 0.81 | 0 | 0 | 1 | 1 |
| Intersections that degrade | | | | | | | | | | | | | | 15 | 14 | 16 | 24 |
| Intersections that improve | | | | | | | | | | | | | | 3 | 4 | 11 | 3 |

YEAR 2035 NO PROJECT PEAK HOUR LEVELS OF SERVICE

YEAR 2035 WITH PROJECT PEAK HOUR LEVELS OF SERVICE

| Intersection Name | Control | AM Peak Hour | | | PM Peak Hour | | | AM Peak Hour | | | PM Peak Hour | | | change in VC project - no project | | change in delay project - no project | |
|--|-----------------------------|--------------|-----------------|------|--------------|-----------------|------|--------------|-----------------|------|--------------|-----------------|------|---|-------|--|-------|
| | | LOS | Delay (Sec.) | V/C | LOS | Delay (Sec.) | V/C | LOS | Delay (Sec.) | V/C | LOS | Delay (Sec.) | V/C | am | pm | am | pm |
| | | | | | | | | | | | | | | | | | |
| 1. K St and 3rd St | 2WSC | A | 2.3 | N/A | A | 1.6 | N/A | A | 4.1 | N/A | A | 6.6 | N/A | | | 1.8 | 5 |
| 2. K St and 2nd St | AWSC | B | 10 | 0.34 | B | 12 | 0.43 | B | 14.6 | 0.59 | D | 31.9 | 0.91 | 0.25 | 0.48 | 4.6 | 19.9 |
| 3. K St and Rialto Ave | Signal | B | 18.2 | 0.31 | B | 18.5 | 0.37 | C | 20.6 | 0.42 | C | 21 | 0.54 | 0.11 | 0.17 | 2.4 | 2.5 |
| 4. J St and 3rd St | 2WSC | A | 0.6 | N/A | A | 1.1 | N/A | A | 3.7 | N/A | A | 3.2 | N/A | | | 3.1 | 2.1 |
| 5. J St and 2nd St | 2WSC | A | 2.3 | N/A | A | 4.8 | N/A | A | 6.8 | N/A | F | 73 | N/A | | | 4.5 | 68.2 |
| 6. J St and Rialto Ave | 2WSC | A | 2.2 | N/A | A | 3.3 | N/A | F | VERFLOW | N/A | D | 26.7 | N/A | | | 23.4 | |
| 7. I St and 3rd St | Intersection does not exist | | | | | | | | | | | | | | | | |
| 8. I St and 2nd St | Signal | B | 12.2 | 0.23 | B | 13.2 | 0.23 | A | 8.9 | 0.32 | A | 8 | 0.36 | 0.09 | 0.13 | -3.3 | -5.2 |
| 9. I St and Rialto Ave | Signal | C | 20.1 | 0.3 | C | 20.2 | 0.3 | A | 1.6 | N/A | A | 2.1 | N/A | | | -18.5 | -18.1 |
| 10. IJ215 SB Off Ramp and 3rd St | Signal | C | 27.9 | 0.5 | C | 26.3 | 0.43 | C | 27.1 | 0.48 | C | 21.9 | 0.41 | -0.02 | -0.02 | -0.8 | -4.4 |
| 11. IJ215 SB On Ramp and 2nd St | Signal | B | 17.2 | 0.37 | B | 18.5 | 0.52 | B | 16.9 | 0.43 | C | 20.3 | 0.6 | 0.06 | 0.08 | -0.3 | 1.8 |
| 12. IJ215 NB On Ramp and 3rd S | Signal | B | 19.2 | 0.32 | C | 27.8 | 0.7 | C | 23.7 | 0.32 | C | 27.4 | 0.61 | 0 | -0.09 | 4.5 | -0.4 |
| 13. IJ215 NB Ramps and 2nd St | Signal | C | 20.7 | 0.57 | B | 17.2 | 0.35 | C | 21.3 | 0.58 | B | 19.4 | 0.45 | 0.01 | 0.1 | 0.6 | 2.2 |
| 14. G St and 3rd St | Signal | C | 20.2 | 0.33 | C | 21.2 | 0.33 | B | 20 | 0.34 | C | 21.4 | 0.31 | 0.01 | -0.02 | -0.2 | 0.2 |
| 15. G St and 2nd St | Signal | C | 26.5 | 0.6 | C | 30.7 | 0.73 | C | 24.6 | 0.61 | C | 31.2 | 0.75 | 0.01 | 0.02 | -1.9 | 0.5 |
| 16. G St and Rialto Ave | Signal | B | 13 | 0.3 | A | 9.3 | 0.36 | A | 9.6 | 0.34 | A | 9.2 | 0.38 | 0.04 | 0.02 | -3.4 | -0.1 |
| 17. G St and Congress St | 2WSC | A | 0.3 | N/A | A | 0.2 | N/A | A | 1.3 | N/A | A | 1.8 | N/A | | | 1 | 1.6 |
| 18. Parking Lot Entrance and Congress St | Intersection does not exist | | | | | | | A | 7.6 | N/A | A | 7.1 | N/A | | | 7.6 | 7.1 |
| 19. E St and 2nd St | Signal | C | 33.7 | 0.8 | C | 33.1 | 0.81 | D | 38.9 | 0.81 | D | 38.6 | 0.85 | 0.01 | 0.04 | 5.2 | 5.5 |
| 20. E St and Rialto Ave | Signal | C | 23 | 0.5 | C | 24.2 | 0.78 | C | 20.2 | 0.73 | C | 29.1 | 0.82 | 0.23 | 0.04 | -2.8 | 4.9 |
| 21. E St and Parking Lot Entrance | Intersection does not exist | | | | | | | A | 0.8 | N/A | A | 1.3 | N/A | | | 0.8 | 1.3 |
| 22. Arrowhead Ave and Rialto Ave | Signal | B | 11.1 | 0.21 | B | 12 | 0.36 | B | 11.5 | 0.21 | B | 12 | 0.36 | 0 | 0 | 0.4 | 0 |
| 23. H St and 5th St | Signal | C | 22.9 | 0.57 | D | 36.9 | 0.89 | C | 23 | 0.58 | D | 37.6 | 0.9 | 0.01 | 0.01 | 0.1 | 0.7 |
| 24. F St and Rialto Ave | 1WSC | A | 1.4 | N/A | A | 1.7 | N/A | B | 11.6 | 0.31 | A | 9.8 | 0.49 | | | 10.2 | 8.1 |
| 25. E St and 5th St | Signal | C | 21.6 | 0.56 | B | 15.8 | 0.63 | C | 21.6 | 0.58 | B | 15.9 | 0.66 | 0.02 | 0.03 | 0 | 0.1 |
| 26. E St and 4th St | Signal | B | 18.4 | 0.43 | B | 16.7 | 0.5 | B | 16.6 | 0.47 | B | 17.7 | 0.54 | 0.04 | 0.04 | -1.8 | 1 |
| 27. E St Inland Center Dr and Mill St | Signal | C | 31.3 | 0.58 | D | 44.6 | 0.84 | C | 32.2 | 0.59 | D | 45.6 | 0.9 | 0 | 0 | 1 | 1 |
| Intersections that degrade | | | | | | | | | | | | | | 14 | 13 | 15 | 20 |
| Intersections that improve | | | | | | | | | | | | | | 4 | 5 | 11 | 7 |
| With Mitigation | | | | | | | | | | | | | | | | | |
| 5. J St and 2nd St | 2WSC | A | 2.3 | N/A | A | 4.8 | N/A | A | 7.9 | 0.42 | A | 5.3 | 0.53 | | | 5.6 | 0.5 |
| 6. J St and Rialto Ave | 2WSC | A | 2.2 | N/A | A | 3.3 | N/A | C | 17.2 | 0.68 | C | 20.1 | 0.78 | | | 15 | 16.8 |



Note: For intersections marked with a "*", counts were conducted in 2010 and for intersections marked with a "★", counts were conducted in 2011

